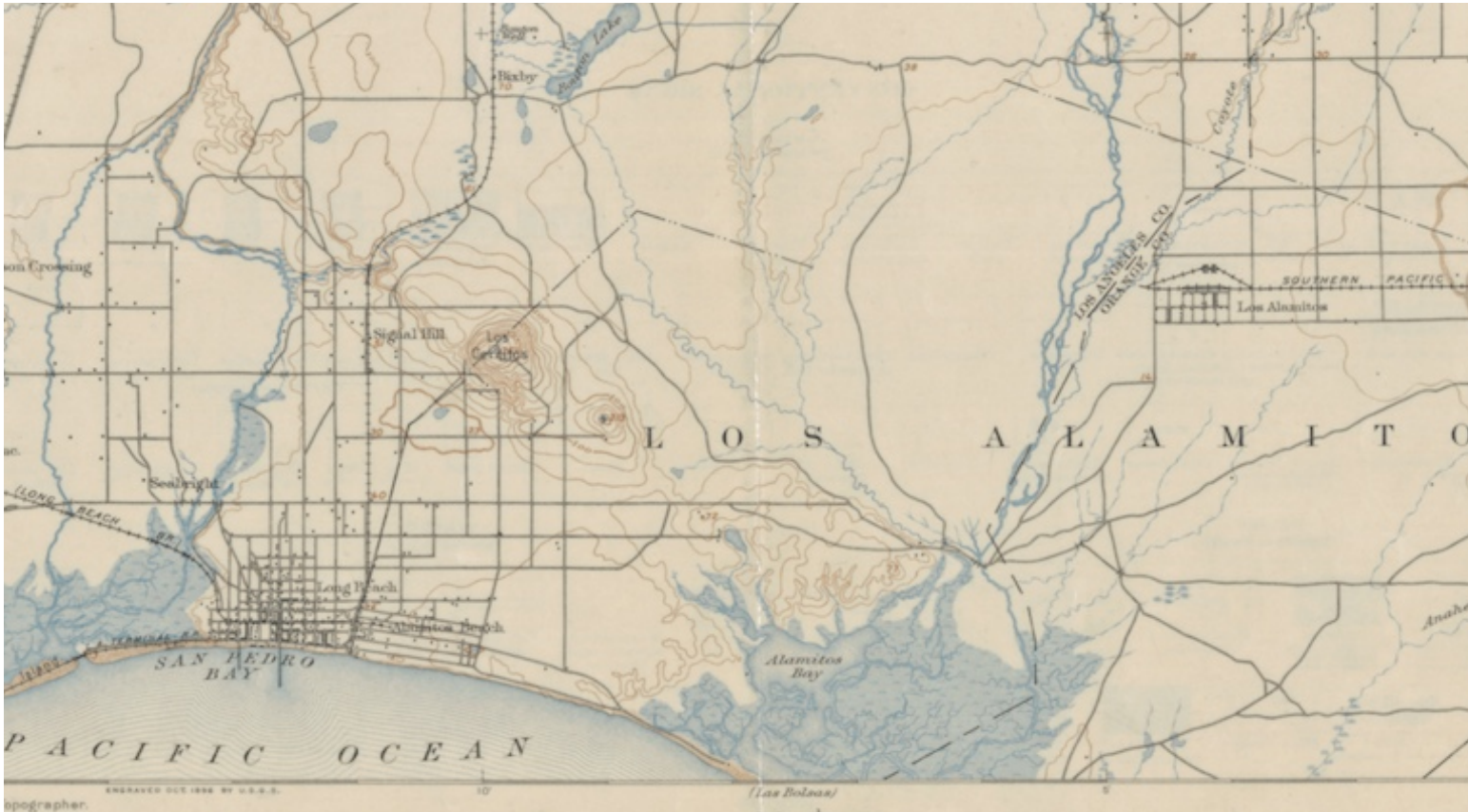


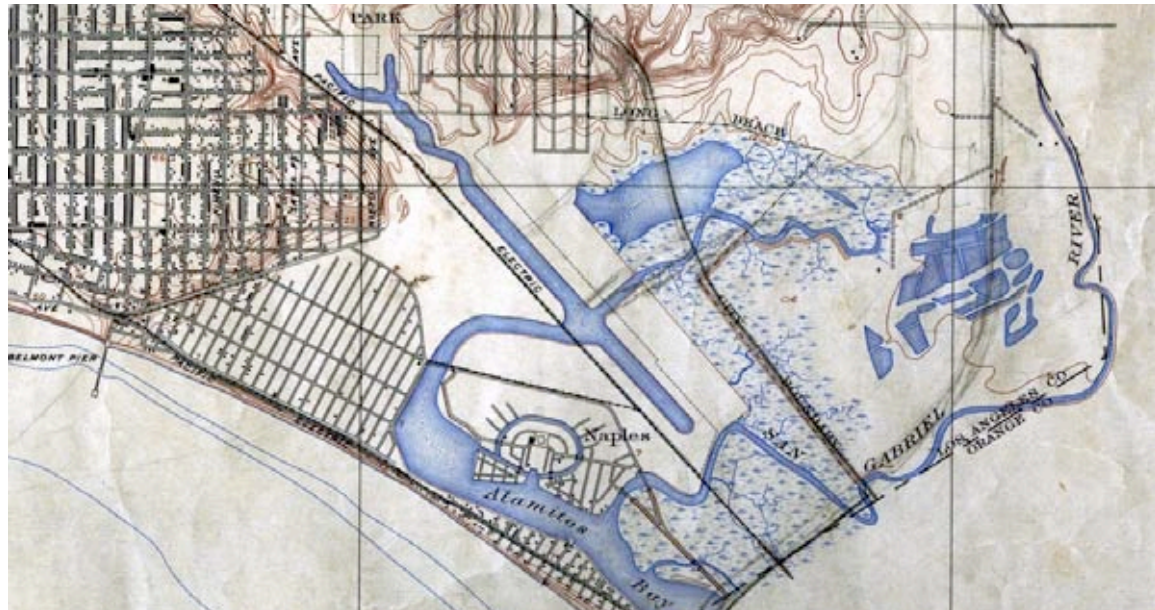
# Survey Summary Report

## Southeast Area Development and Improvement Plan Specific Plan Revisions



Long Beach Development Services  
[lbds.longbeach.gov](http://lbds.longbeach.gov)  
(562) 570-LBDS  
May 13, 2008





## Executive Summary

## INTRODUCTION

*"Southeast Long Beach is known as a safe, family-friendly neighborhood in which to live."*



The City of Long Beach is reviewing the land use regulations for the far southeast corner of the City: The area containing the Los Cerritos Wetlands, the adjacent Pacific Coast Highway commercial corridor and the abutting residential neighborhoods. The land use plan for this area is SEADIP, which stands for the Southeast Area Development and Improvement Plan. The original SEADIP plan was adopted by City Council in 1977 and has served this area well for the past 30 years, creating wonderful neighborhoods and enjoyable places to spend leisure time.

Residents, property owners and the City have long recognized the importance of this area to Long Beach and the need for careful control over planning and development. The basic planning concept for SEADIP was that of an integrated total community, with 440 acres set aside for the development of low-density housing, 86 acres devoted to commercial and light industrial uses, and 135 acres reserved for active and passive open space including wetlands. In recent years, concerns have been raised over proposed developments, some of which call for an amendments to SEADIP.

Although innovative for its time, conditions and regulatory requirements have changed rendering key elements of the existing plan obsolete. In the intervening years much of the vacant land has been developed and the largest remaining vacant land -- including the Los Cerritos Wetlands -- was annexed by the City after the original SEADIP was adopted.

*"Restoring the wetlands should be priority #1."*

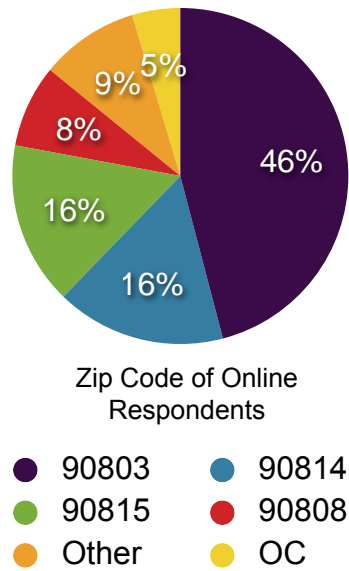
A plan update could provide all residents and other stakeholders with the opportunity to create a shared vision for the next 20 years. With an up-to-date specific plan, development expectations and related community benefits can be predetermined, ensuring that future development implements the community's vision for the area. The initial community outreach was intended to capture the broad themes of how this community should improve over time.

*"Need to de-emphasize cars and retail space. Need to emphasize walking, biking, exercise, community, open space and nature."*

## THE PROCESS

On August 21, 2007, the City Council directed the Department of Development Services to conduct a citywide public outreach effort to solicit input and formulate options to report back to City Council.

*"Please give us more bike and pedestrian accessibility, and development that encourages locally owned businesses and preserves the environment!"*



*"Balance development in a common sense manner between good economic decisions, reasonable protection of the wildlife, and a sustainable traffic system."*

*"Long Beach is a rare gem with authentic architectural styles ranging from the Art Deco of the 20's to the boom of modernism of the 50's. We need to ensure that any new development compliments these aesthetics as these buildings are what give Long Beach so much of its character and value."*

Moreover, City staff was directed to conduct this community outreach with existing in-house resources. This summary document was designed to provide the Long Beach City Council with concrete information regarding residents' opinions on key issues that should be addressed in an update to SEADIP.

Community outreach involved an extensive citywide survey to identify and validate key land use and mobility considerations. City staff designed a 18-question survey containing short-answer and multiple-choice questions (see Appendix A). The purpose of the survey was to elicit feedback from the public on:

- preferred land uses;
- the movement of people and goods; and
- open space and coastal access issues.

Central to the success of a revision to SEADIP will be the collaborative process between City staff and community members. Despite the SEADIP area being located at the southeast corner of the City, its planning policies and standards have both local and regional impacts. As a result, outreach was done on a citywide scale. To involve as many people as possible in the process, the City made diligent efforts to reach the entire Long Beach community.

Lead staff contacted all neighborhood associations within the City to request an opportunity to present information on the SEADIP update. City staff presented a short introductory video on SEADIP to all interested neighborhood associations and sought community feedback via the distributed survey. Both the introductory video and survey were available online on the City's website.

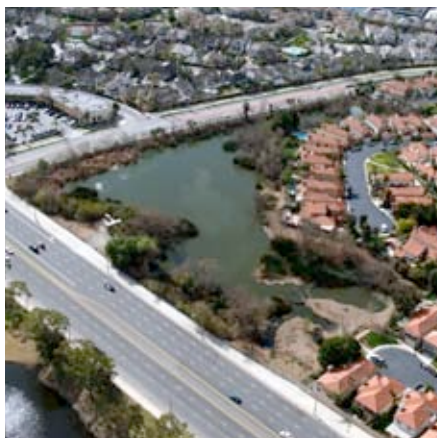
As a result of this outreach approximately 682 surveys were completed. While not scientific, the survey is useful for identifying key community issues and emerging themes that should be addressed in subsequent community outreach.

**SURVEY FINDINGS**

The following is an outline of the main findings from the SEADIP survey. For the reader's convenience, the findings are organized according to three broad emerging themes. Throughout this document, the left column contains quotes from text responses from survey questions that contextualizes the quantitative data.

## ENVIRONMENT

- Seventy-nine percent (79%) of respondents listed wetland restoration as one of their top two priorities when presented with a list of five options.
- When asked an open-ended question about ways to improve the far southeast corner of the City, the most common response was wetland restoration with thirty-eight percent (38%) of respondents.
- Respondents were asked to rank five transportation goals. Of the five, seventy-two percent (72%) of respondents indicated that preserving the environment should be the primary goal when planning transportation improvements.



*"Simple: remote beauty, nothing overdeveloped."*

*"Let's start thinking long term with a 'green' city. If we do, it will become one of the most attractive cities in America to live in. Let's encourage all buildings to go green."*

## MOBILITY

- When presented a choice of five disparate land use goals, fifty-five percent (55%) of respondents identified improvements to the transportation system as one of their top two priorities.
- Respondents were also asked to rank their top transportation goals out of a choice of five options. Sixty-five percent (65%) of respondents indicated that increasing transportation choices were their two top priorities. In addition, twenty-seven percent (27%) of respondents indicated increasing automobile travel times was one of their top two priorities.
- When respondents were asked to identify transportation related improvements: Seventy-eight percent (78%) of respondents support additional bike lanes and forty-nine percent (49%) favored more pedestrian connectivity.

## DEVELOPMENT

- When respondents were asked to select from a list of desired commercial uses and services they would like to see more of in the SEADIP area, the most popular preferences were for recreational uses at fifty-one percent (51%), speciality retail at forty percent (40%) and sit-down restaurants at thirty-five (35%).
- Respondents were asked if they would support an increase in height in exchange for additional public amenities, sixty

*“Wetlands add more to our community than any building project ever could.”*



percent (60%) of respondents indicated they would not support such a trade-off.

- The property most commonly cited for redevelopment or major renovation was the Seaport Marina Hotel site with thirty-eight percent (38%) of respondents. Twenty-one percent (21%) of respondents called out the existing wetland / oil extraction properties as being site for future wetlands restoration.

## EMERGING THEMES

The respondents raised an extensive range of issues, ideas and opportunities during this initial visioning process. An essential step in creating a responsive plan is to identify the major themes that emerged from the survey; that is, the ideas repeated by most respondents. This section identifies topics where respondents provided clear direction, as well as topics on which they are divided. From this input surfaced a set of emerging themes (described below) that synthesize the desires of the community for the SEADIP area. The emerging themes should be used to guide revisions to SEADIP.

### • Preservation of the Wetlands

Respondents greatly value the contributions that natural, undeveloped open space lands make to the quality of life in the City. When matched against other important issues facing the southeast corner of the city, residents cited preserving the wetlands as the top priority. Respondents clearly indicated that all land use and transportation decisions must be informed by what is best for the environment and wetlands preservation.

### • Limited Growth

An equally dominant theme from the survey results is that respondents are focused on maintaining – rather than changing – the character of the area. Managing growth and its associated impacts on traffic circulation ranks high among the most pressing problems that participants identified. It may be concluded that redevelopment at higher levels of density is either not desired or is only acceptable if it does not lead to appreciable traffic impacts.

*“We should look at the role model of the Bolsa Chica Wetlands, which was a hard-fought victory for preserving the environment.”*



- **Commercial Preferences**

*"We need a sidewalk down Studebaker Road. We need a sidewalk all along 2nd Street, from PCH to San Gabriel Riverway"*

Consistent with the aforementioned theme of maintaining the area's character, respondents coalesced around specific sites for redevelopment, but how those sites should change yielded mixed results. Respondents felt the area could benefit from hotels, restaurants, specialty retail, and improvements to the appearance of the commercial corridors.

- **Increased Bike and Pedestrian Mobility**

*"Long Beach has a lack of high-end shopping. I'd like to see something the quality of 'Fashion Island'(Newport Beach)"*

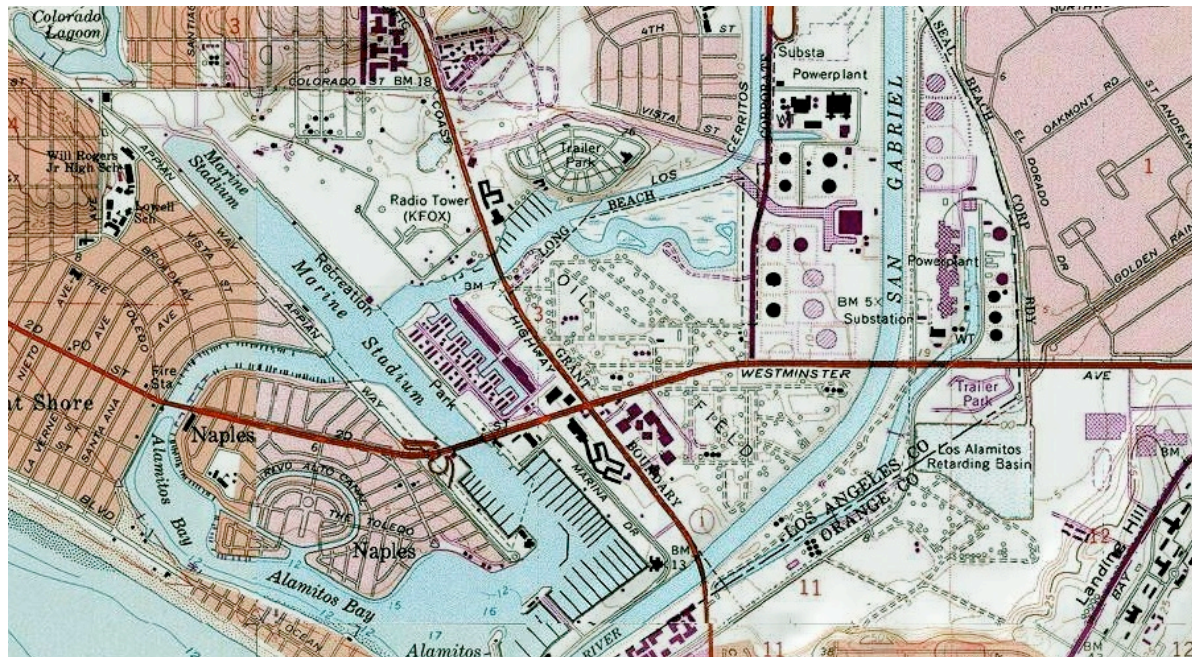
Many respondents stated that making the SEADIP area a better place involves creating more spaces for outdoor physical activities such as parks, playground, trails and walking connections to favorite destinations. Creating environments where people can enjoy walking and biking is a consistent priority. For the future, the consensus points to expanded transportation choices where transit, walking and bicycling become more convenient and enjoyable.

*"Revitalize this area, allow more tourism, provide more shopping opportunities."*



*"Restore the wetlands, centralize oil operations."*





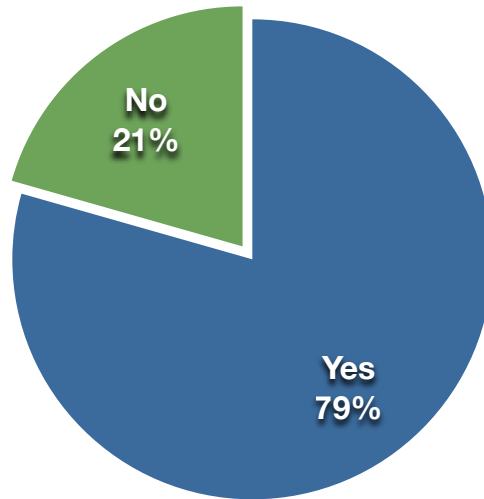
## Survey Results

“Don’t take away what was good about the original SEADIP (i.e., limiting development to a greater extent than recent proposals. Fix what was wrong with the original SEADIP (i.e., get the wetlands clearly defined once and for all)”

“Bring in professional urban planners and designers to investigate and dream about the major opportunities that this area offers.”

“Make the SEADIP plan a balanced plan where this corner of the City takes advantage of the revenues that can flow into town from our Orange County neighbors!”

**Question No. 1:** *The SEADIP plan was created 30 years ago and provided for low-rise suburban-type development. Do you think this document needs to be revised or updated?*



**Figure 1**

no. of responses =476

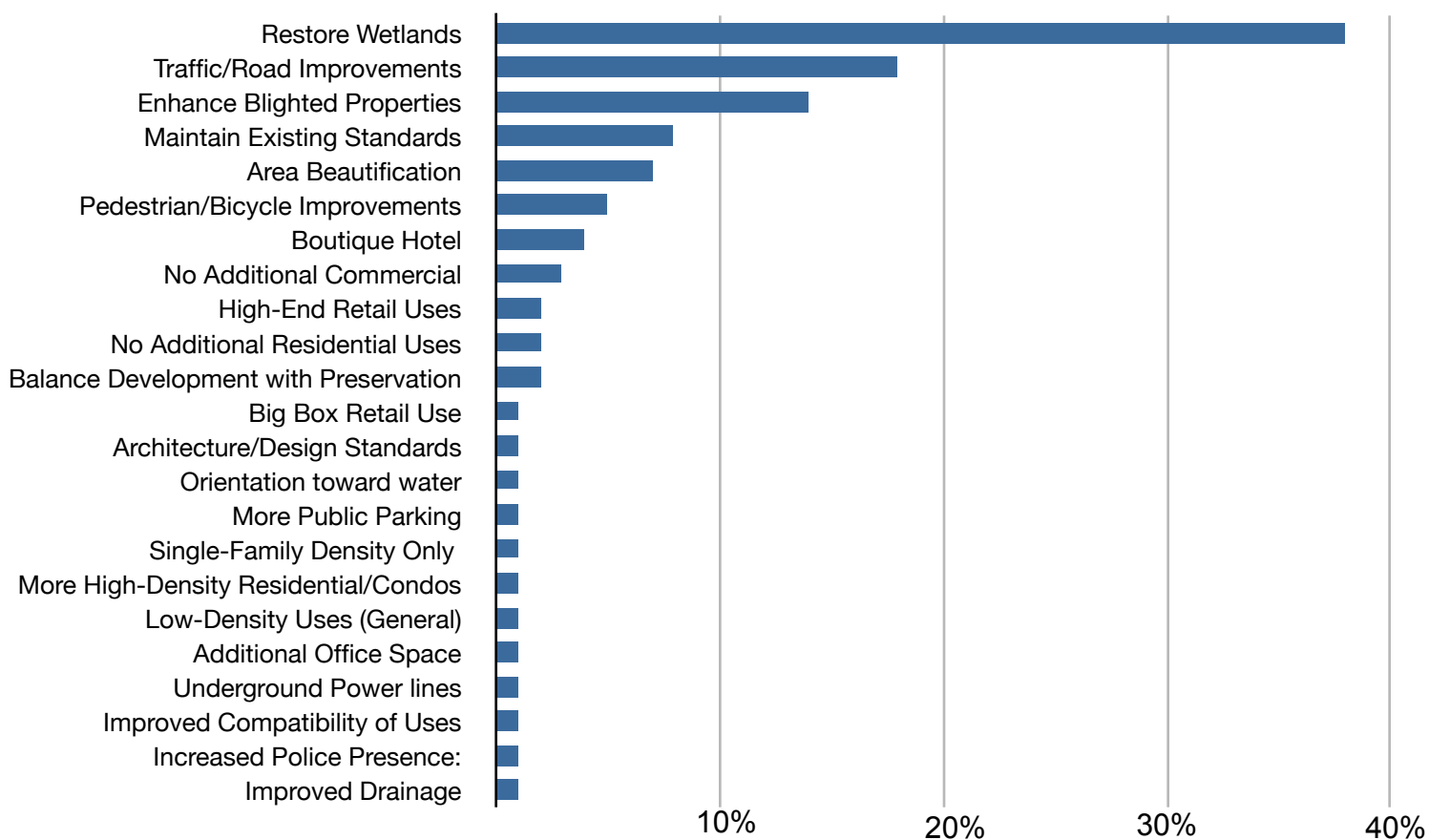
The most obvious consensus among residents is also arguably the most important: Should SEADIP be updated? When respondents were asked this question, a clear majority of residents favored revisions to SEADIP. As shown in Figure 1, 79% of respondents indicated that they support revisions to SEADIP.



**Question No. 2:** *Within the past year, how many times have you visited the far southeast area of the City and for what purpose was your visit?*

The Survey's first short-answer question sought input on how many times survey respondents visit the southeast Long Beach. The majority of respondents indicated that they live in the SEADIP area. Others said that they visit the SEADIP area for shopping or pass-through the area on their daily commute.

**Question No. 3:** *What do you feel can be done to improve the far southeast corner of the City?*



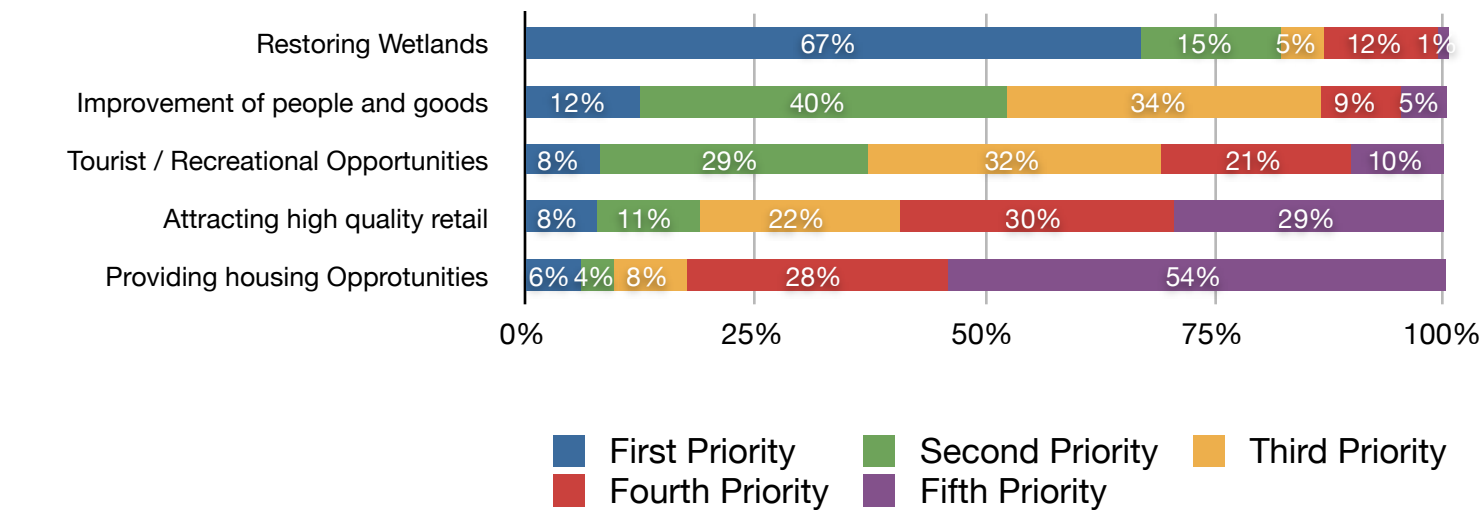
**Figure 2**

*n=615*

*"We have lost over 95% of California's wetlands and over 98% of Long Beach areas wetlands. We need to save what we have left for us, for our future generations, for our environment."*

This question sought respondent input on ways in which the SEADIP area, can be improved. The broad nature of the question solicited wide-ranging responses, from the preservation and restoration of open space -- the most popular response cited by 38% of the participants, to water drainage issues. In addition to open space issues, traffic and road improvements (18%) and the redevelopment of blighted and/or underutilized properties (14%) were frequently referenced.

Question No. 4: Rank the following items below in terms of a priority to you:



Traffic congestion. Solve that problem first before even considering additional development.

n=595

Figure 3

As shown in Figure 3, when respondents were asked to rank five priorities, 79% of respondents indicated that wetlands restoration was one of their two top priorities. Improving mobility was the first or second priority for 55% of the respondents. Only 6% of respondents indicated providing for new housing opportunities was a high priority.

“First, identify the wetlands. Second, improve traffic movement designs. Third, adopt a wetlands restoration plan.”



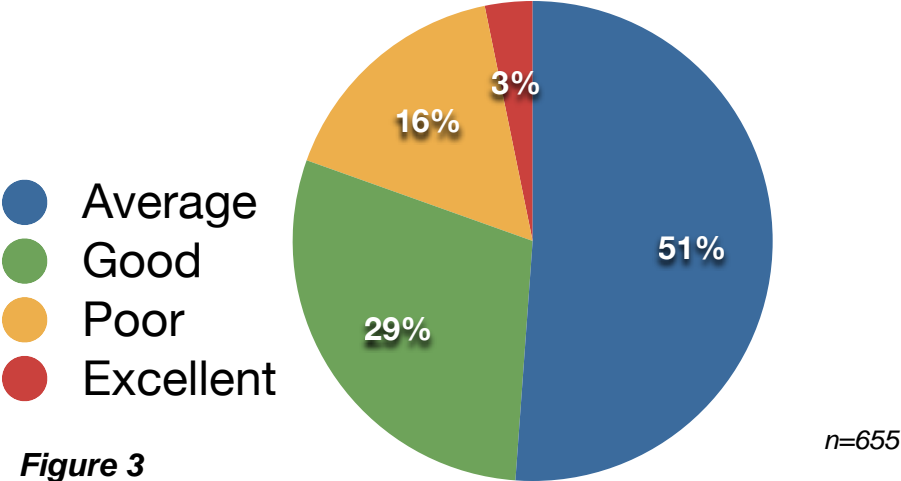
“Rebuild Loynes Drive.”



“There is a complete absence of landscape center medians.”

Two questions asked respondent to rate the overall appearance of the City’s commercial / retail areas and the City’s infrastructure using a four-point scale of excellent, good, average or poor.

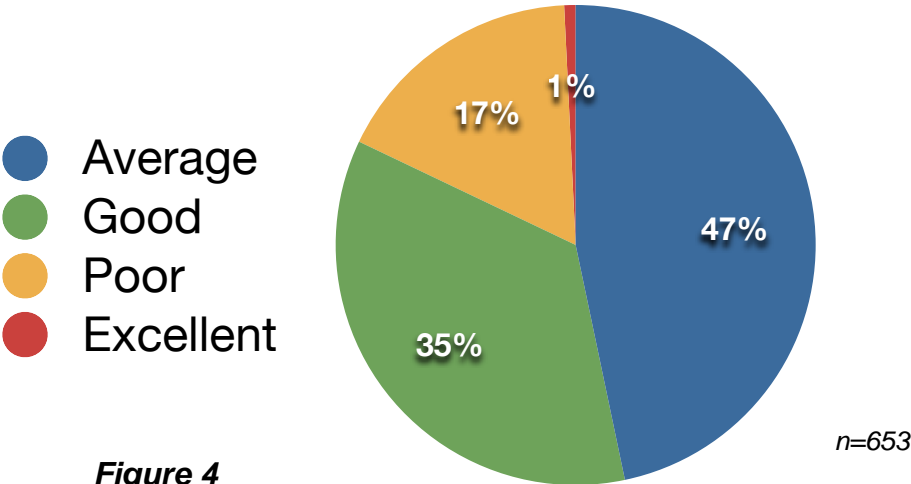
**Question No. 4:** How would you rate the overall appearance of the Commercial / retail areas?



**Figure 3**

Overall, most respondents rated the appearance of the commercial / retail areas as either average (51%) or poor (16%). Approximately one-third (33%) rated the appearance as either excellent (3%) or good (29%).

**Question No. 5:** How would you rate the overall physical condition of the public infrastructure?



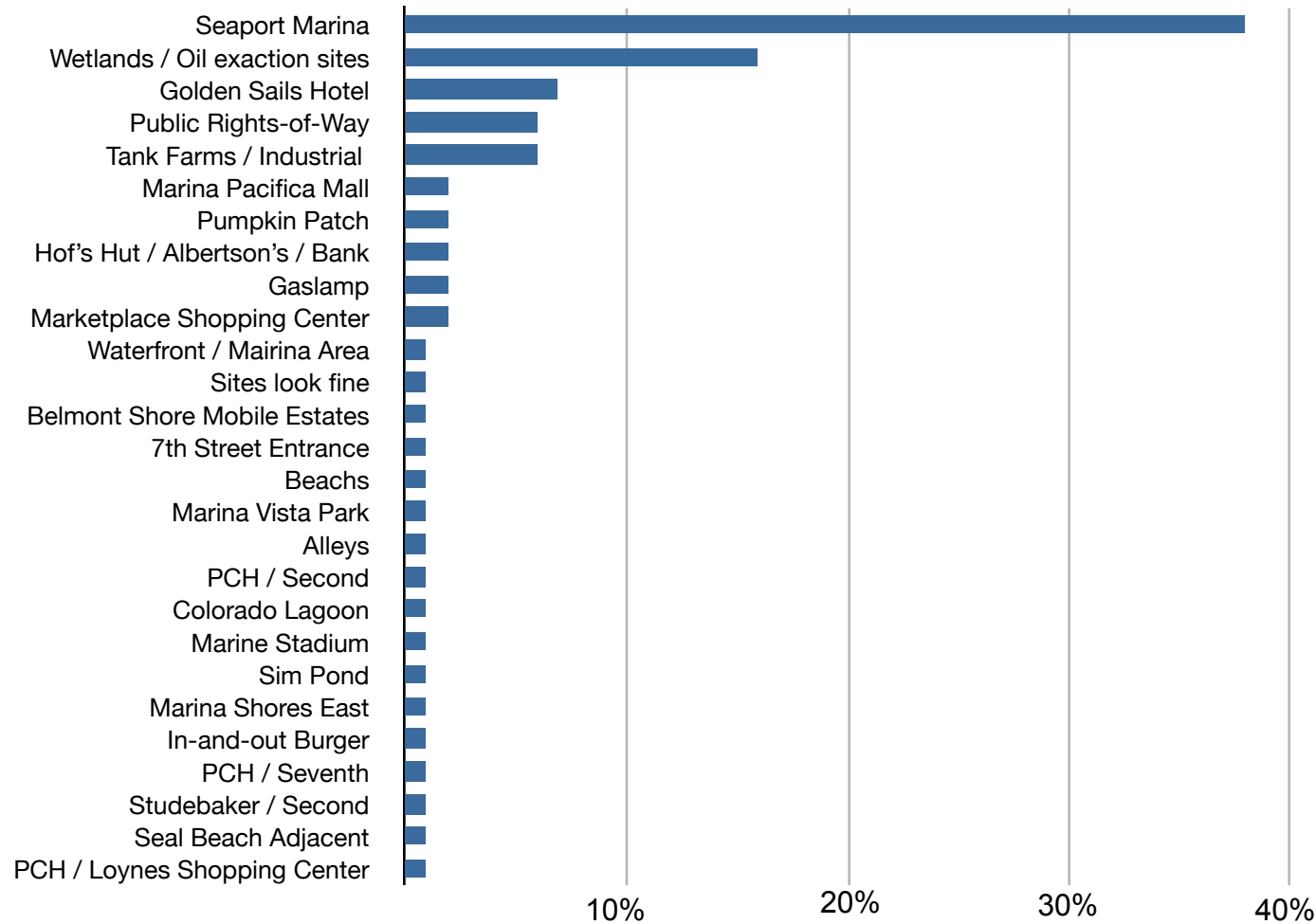
**Figure 4**

Residents expressed similar views towards the public infrastructure with 64% of respondents providing an average or less than average rating



“Certainly, there are cracks and ruts in the cement, and things that could be improved, but generally, the Southeast area of Long Beach is pretty lucky.”

**Question No. 7:** *Are there any sites that are poorly maintained or under-utilized that you think should be redeveloped or undergo major renovations? How would you like to see those properties improved?*



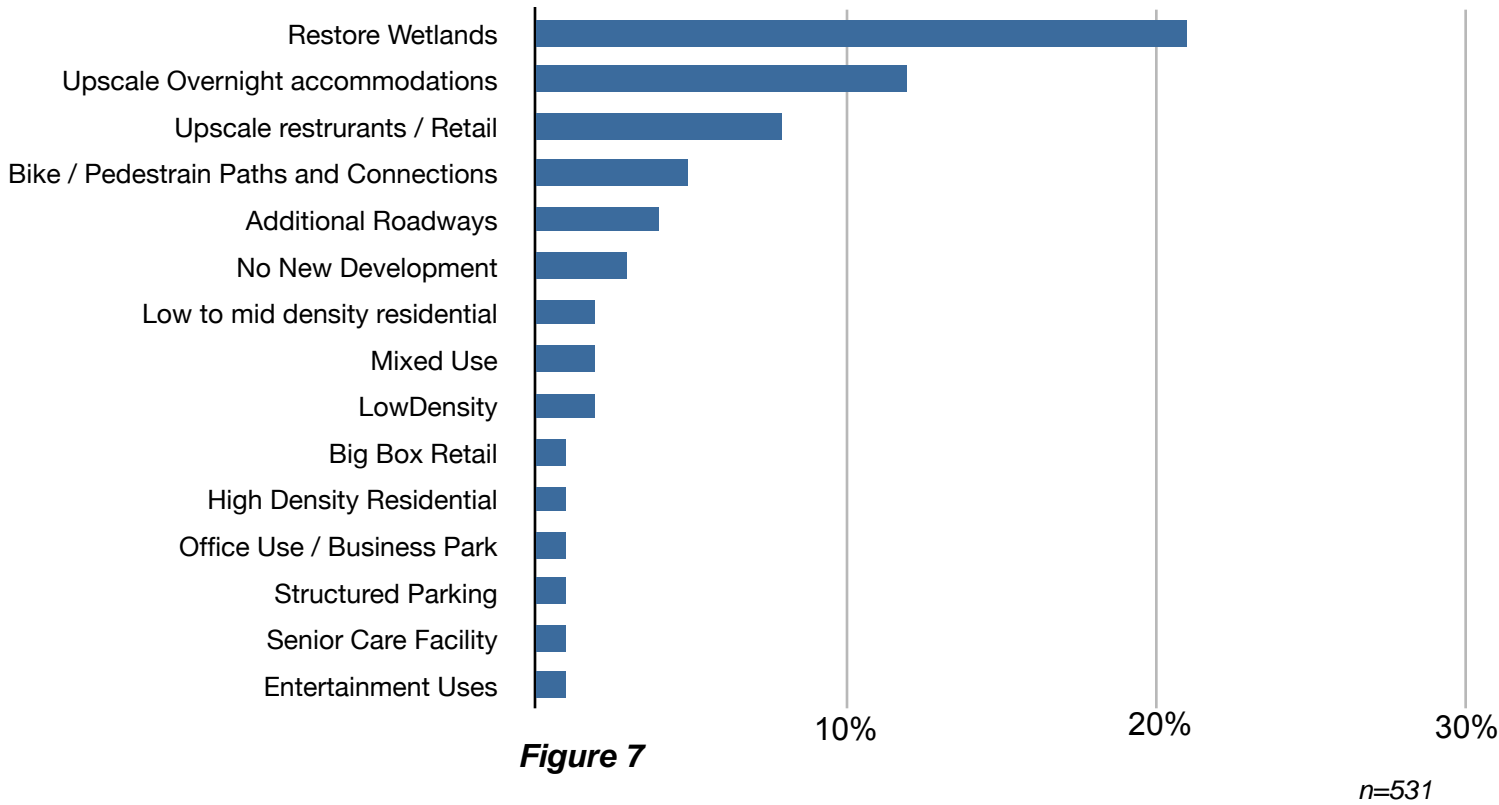
**Figure 6**

n=513

Question No. 7 sought input on two questions: are there poorly utilized or under-maintained sites in the SEADIP area need to be redeveloped and, how should these properties, if any, be improved? For part one, survey respondents pointed to two sites in particular: Seaport Marina Hotel (38%) and the wetlands / oil exaction lands (16%).

*"The Seaport Marina is an eyesore. The Marina is underutilized and the parking lot is not exactly what you want to see next to a body of water."*

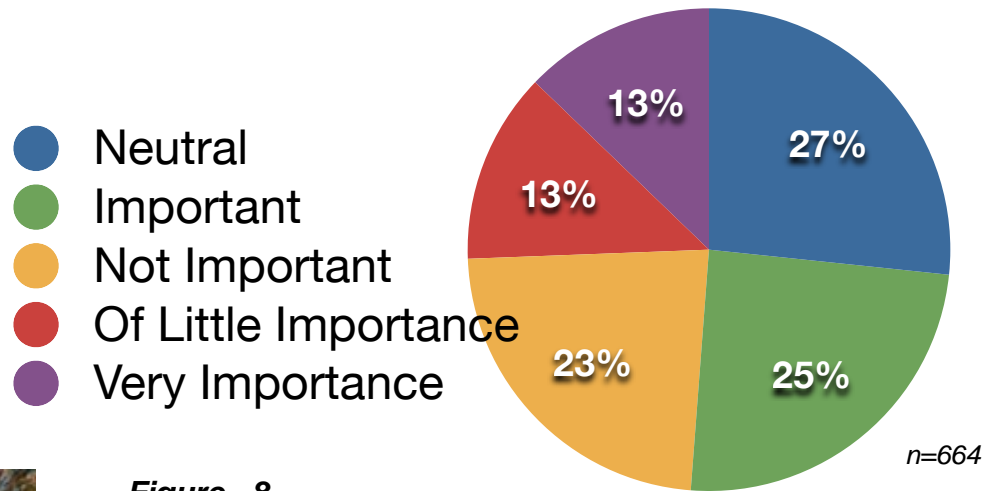
Part two, asking for input on how the underutilized site should be improved, solicited a wide-variety of responses. The most common response, and a reoccurring response based on analysis of the submitted surveys, is for restoration of the wetlands (21%). The next most-popular response, upscale overnight accommodations, was cited by 12% of respondents.



*“We need beautification on this end of the City. We need high end development and shopping to keep tax dollars here in Long Beach instead of sending it to Costa Mesa or Newport Beach”*



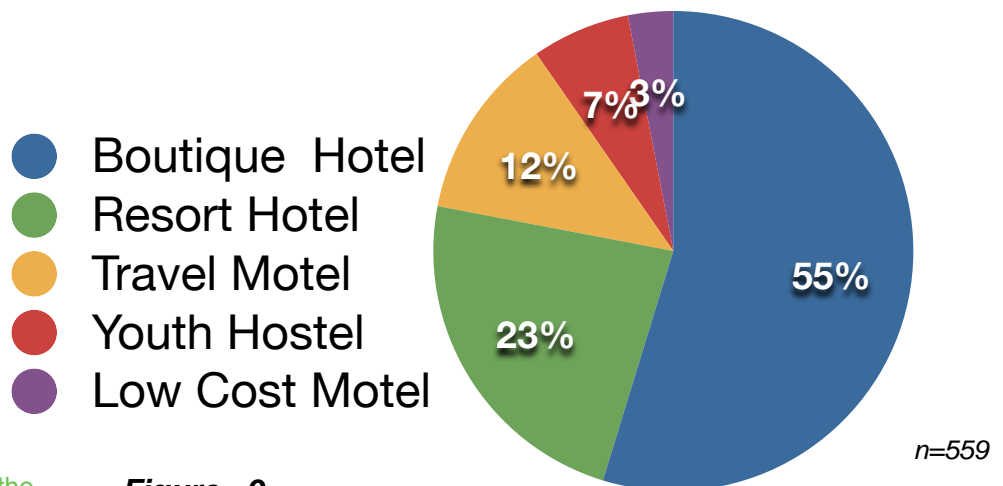
**Question No. 8:** *In general, how important is the availability of overnight accommodations in this area?*



**Figure 8**

When respondents were asked to indicate how important overnight accommodations are for this area, the results were very mixed. Approximately a third (38%) of respondents support or strongly support overnight accommodations and a third (36%) of respondents found overnight accommodations of little importance or not important. A third (27%) were neutral.

**Question No. 9:** *What type of overnight accommodations would you like to have in this area?*



**Figure 9**

As shown in Figure 6, the majority (55%) of the respondents indicated a preference for a boutique hotel. There was little support for budget accommodations like motels (3%) and youth hostels (7%).



“Promote more public access to the water”

Question No. 10: What kinds of commercial uses and services would you like to see more of in this area?

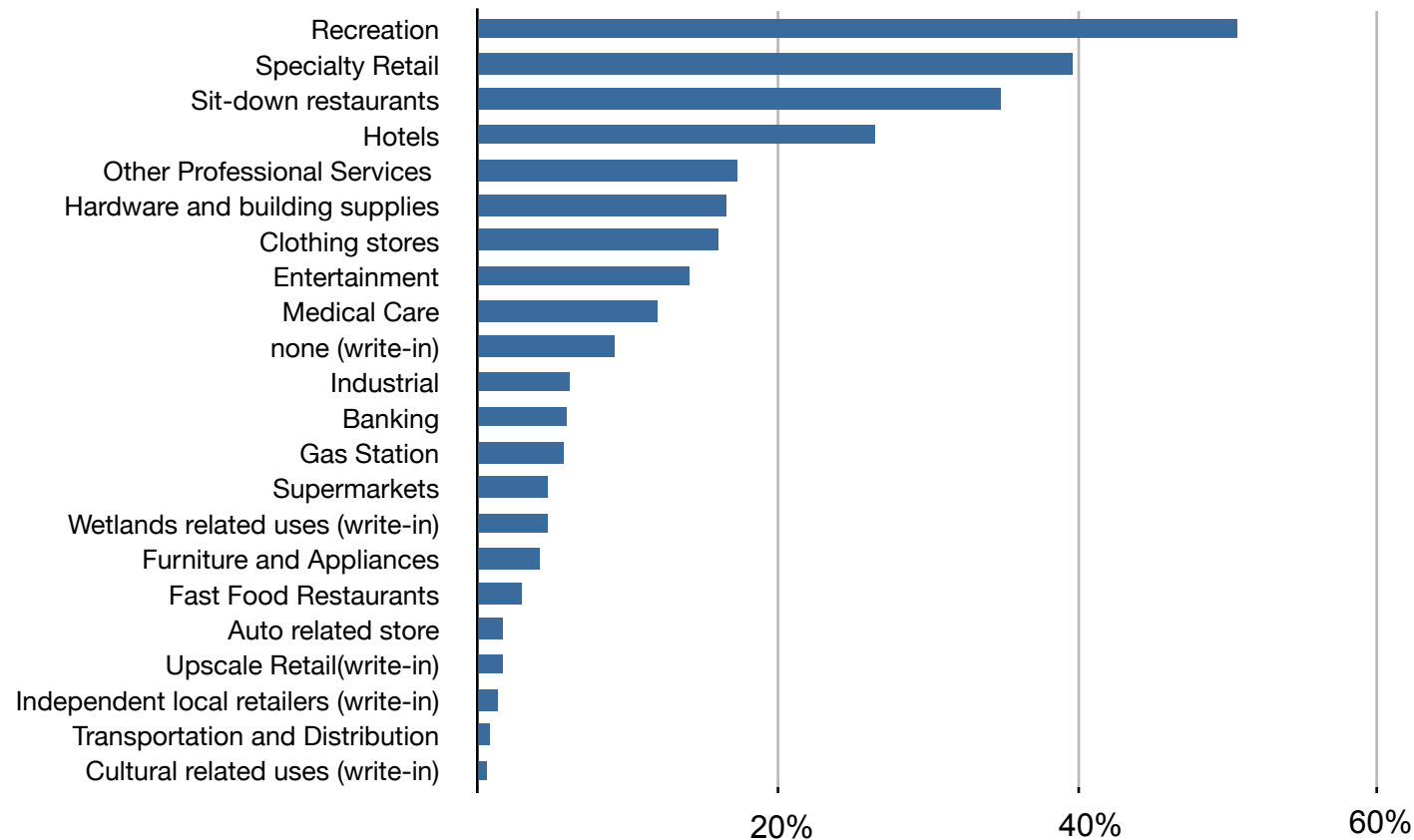


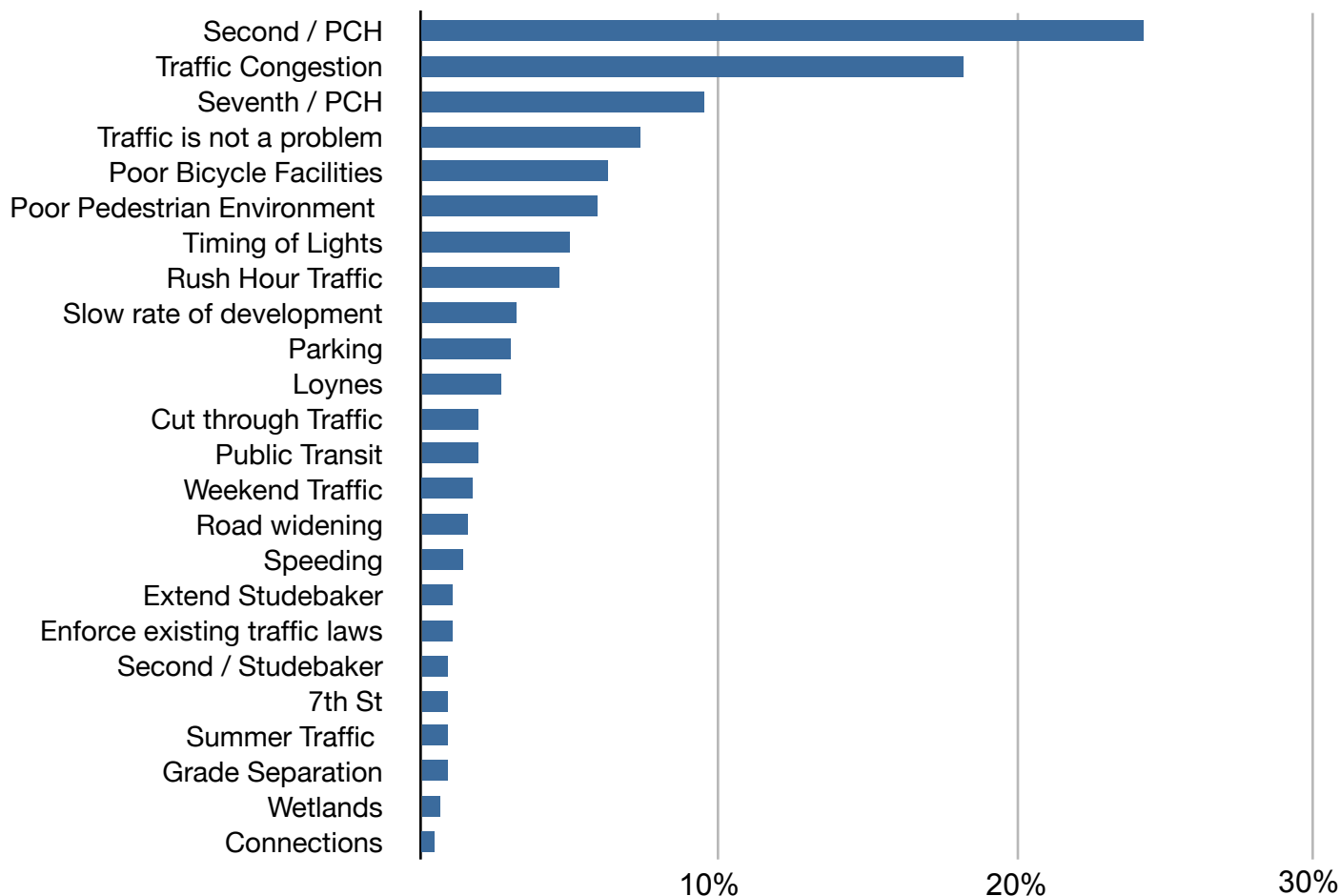
Figure 10 n=624

This survey was designed to identify the types of services that residents would like to see more of in SEADIP. The respondents did not indicate a strong desire for new commercial uses or services. Only three commercial uses or services received support from more than one-third of respondents: recreation (51%), specialty retail (40%) and sit-down restaurants (35%). It is worth noting that for the write-in category, approximately 10% of the respondents expressed the desire for no new commercial uses or services.

“I would like this area to enhance the ‘charm’ e.g., increase small businesses and discourage chains”



**Question No. 11:** *What is the biggest obstacle or problem you face in moving around this area?*



**Figure 11**

*n=555*

*"No way to get from one center to another without getting back in the car and driving."*

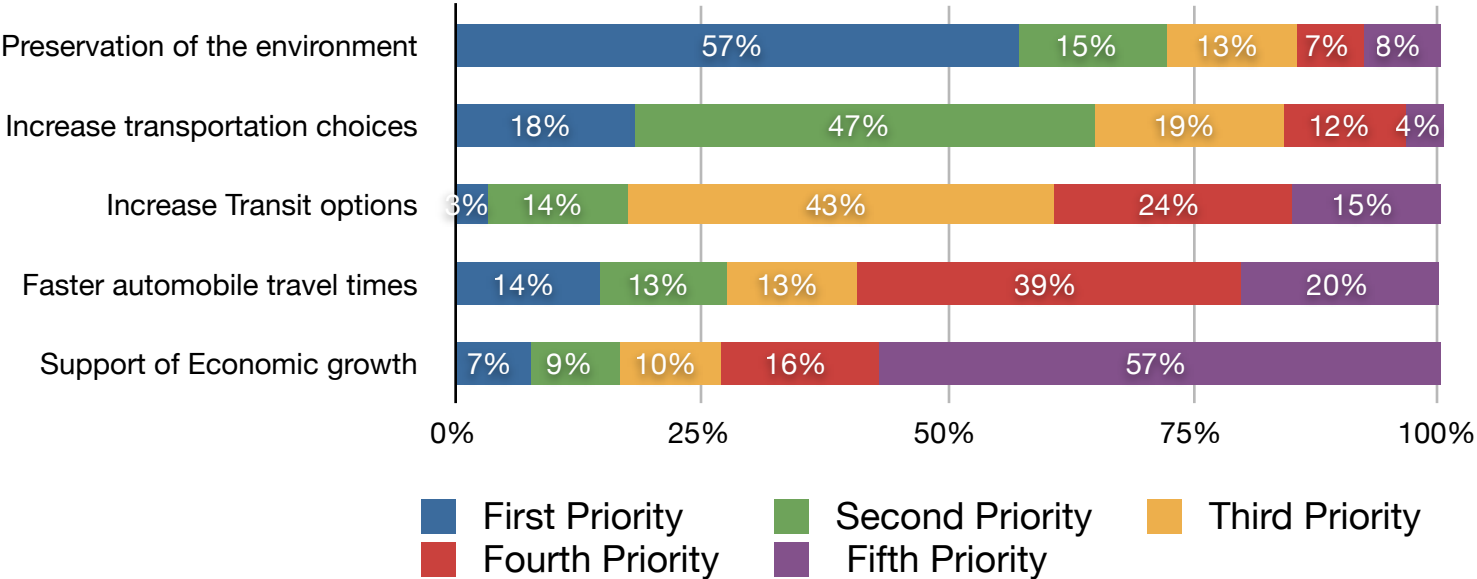
This question was asked in an open-ended manner where respondents are allowed to respond with any answer that comes to mind. City staff coded the responses into the categories shown above. The most common responses dealt with traffic congestion. Of the specific intersections and streets mentioned by residents were Second Street and Pacific Coast Highway (24%), Seventh and Pacific Coast Highway (10%) and Loynes Drive (3%).

*"Heavy traffic at certain times, especially at PCH and Second Street going over the bridges..."*

The respondents also take the liberty to offer suggested traffic improvements. Approximately 5% of the respondents identified the timing of signals as an area for improvement and 3% of respondents favored slowing the rate of growth. In addition, 6% of the respondents felt that pedestrian and bicycle movement through SEADIP was a major barrier and an important area for improvement. It should also be noted that 7% of respondents indicated that they did not face major obstacles in the movement to and through the SEADIP area.



Question No. 12: Rank the following transportation goals in terms of a priority to you:



n=514

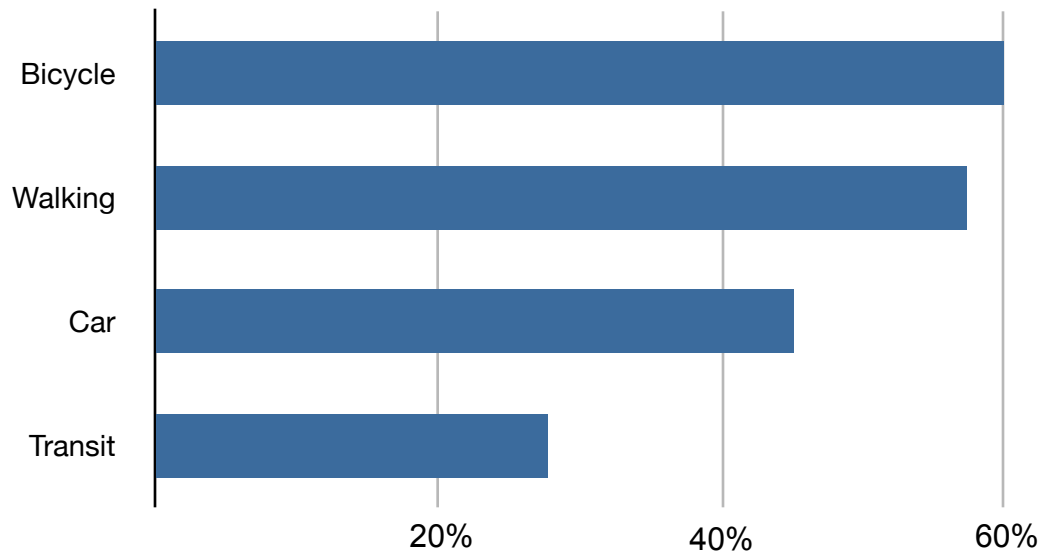
Figure 12

The first mobility-related question asked survey participants to prioritize a list of five transportation goals. As shown in Figure 12 above, an overwhelming majority of participants ranked “preservation of the environment as their top choice. The “support of economic growth” option was the least preferred goal receiving the highest priority ranking for only 7% of the respondents.

Extend Studebaker to take some of the pressure off PCH & 2nd Street

There is a very nice walkway along Loynes between Bellflower and PCH. We need much, much more of this type of thing.

**Question No. 13:** *In the future, how would you like to move around the southeast corner of the City?*



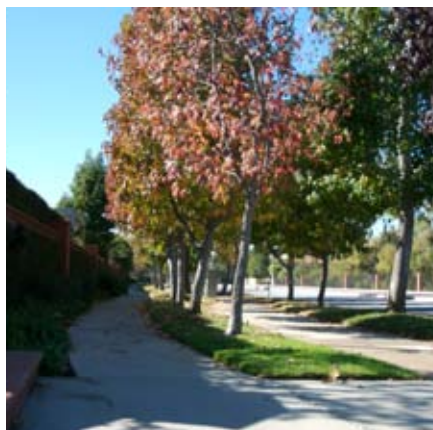
**Figure 13**

*n=596*

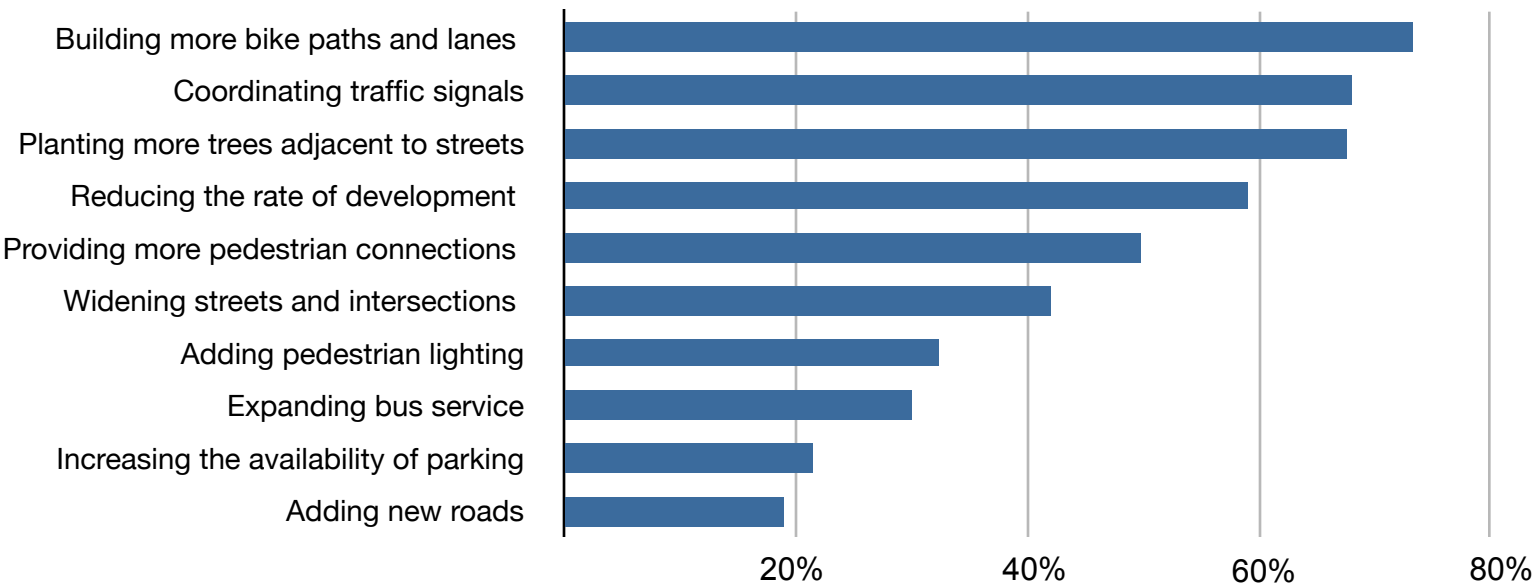
“...think within a hundred year paradigm and utilize technology that is available but not popular: storm-water runoff collection, solar, bike lanes, intelligent developed communities, more independent retail”

Attempting to gauge community interest in mobility options for the future, survey participants were asked to select which means of transportation they would use to move around the SEADIP area. Figure 13 above illustrates a strong participant desire for multi-modal transportation, with both ‘bicycle’ and ‘walking’ tallies outnumbering those for the ‘car.’

*As the population gets older we need to think about accessible transportation to shopping, entertainment etc....we also need to cut down on the need to use cars for not only environmental purposes, but for the aging population.*



**Question No. 14:** *Please indicate whether you support any of the following items that can be made to improve the movement of people and cars in this area?*



**Figure 14** n=655

Next, survey participants were asked to indicate support for measures they feel would improve the movement of people and cars in the SEADIP area. Of the 10 listed choices, ‘building more bike paths and lanes’ was the most popular selection, as shown in Figure 14 above. The ‘coordinating traf c signals’ and ‘planting more trees adjacent to streets’ selections rounded out the top-three, respectively. The least popular selection was ‘new roads.’

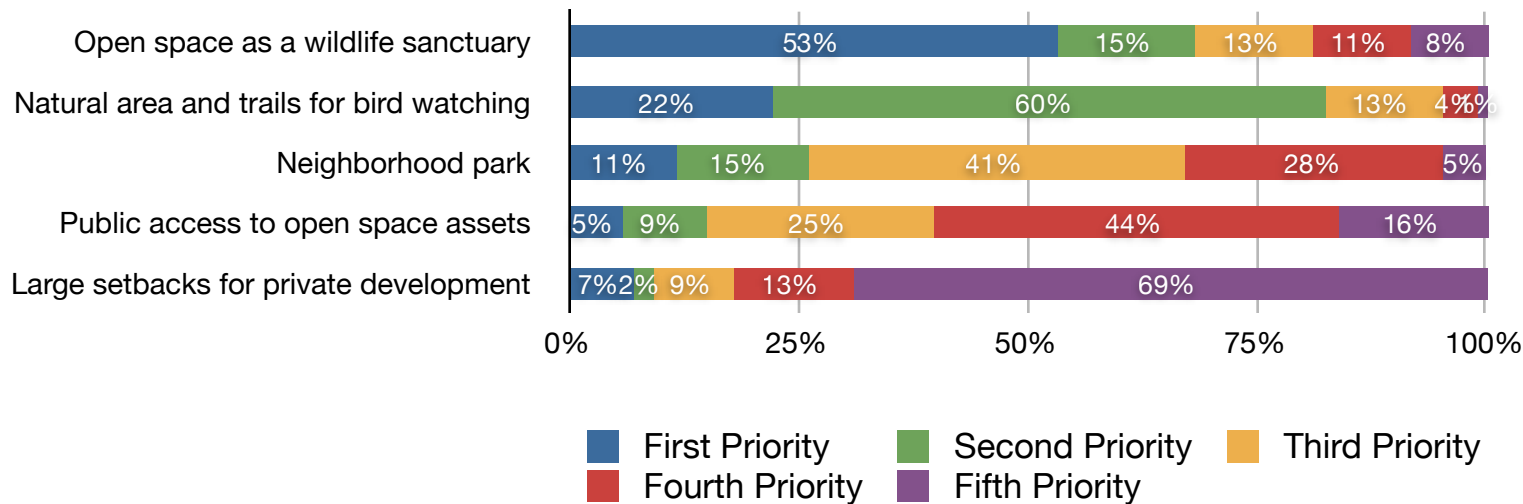
“Mobility for pedestrians and bicyclists is limited and unfriendly”

“Traffic is part of urban living and should be accepted by all.”

“I believe part of the problem is the lights aren’t timed in the most efficient manner , especially from the Belmont Shore Bay Bridge to Shopkeeper.”



Question No. 12: Please prioritize the types of new open space needs in this area?



*“Restore and maintain the wetlands and Colorado Lagoon areas to create a better environmental balance in the area and the support needs of migrating and local birds.”*

*“I believe we should consider the role wildlife sanctuary can play in the lives of our citizens”*

*“Open space is the reason I stay in this area.”*

Figure 12

The next question in the survey asked respondents to prioritize their desired types of SEADIP-area open space. The possible choices addressed both developable properties (‘large setbacks for new private development’) as well as those which could possibly be delineated wetlands areas.

The most common responses to this question were ‘open space as a wildlife sanctuary’ and ‘natural area and trails for bird watching,’ exemplifying the public’s desire for the preservation of the area’s existing open spaces.



*“Long Beach has done a wonderful job with its park system...It’s what makes it such a livable city”*



*"We shouldn't have to increase height limits in exchange for open space -- there shouldn't be a trade-off."*

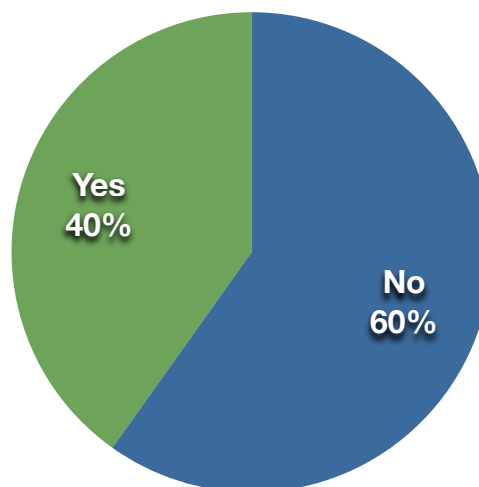
*"Height limits are a tricky thing here, I think 3-4 stories should be the max."*

*"Additional height maybe required to attract developers. A height of up to 60-80 feet would be OK with me on some of those parcels"*

*"A balance must be sought between restoration / preservation and tax revenue producing. The City is financially challenged"*

*"Commercialization is a quick fix for money, but in the long run Long Beach should set itself apart and show real vision to both preserve and open wetlands for enjoyment for all"*

**Question No. 16:** *Would you support an increase in the height limit for new development in exchange for: 1) Additional open space and view corridors on the ground 2) Larger setbacks that will provide for landscaping and other public amenities, or 3) For the attraction of high end retail and entertainment uses?*



n=630

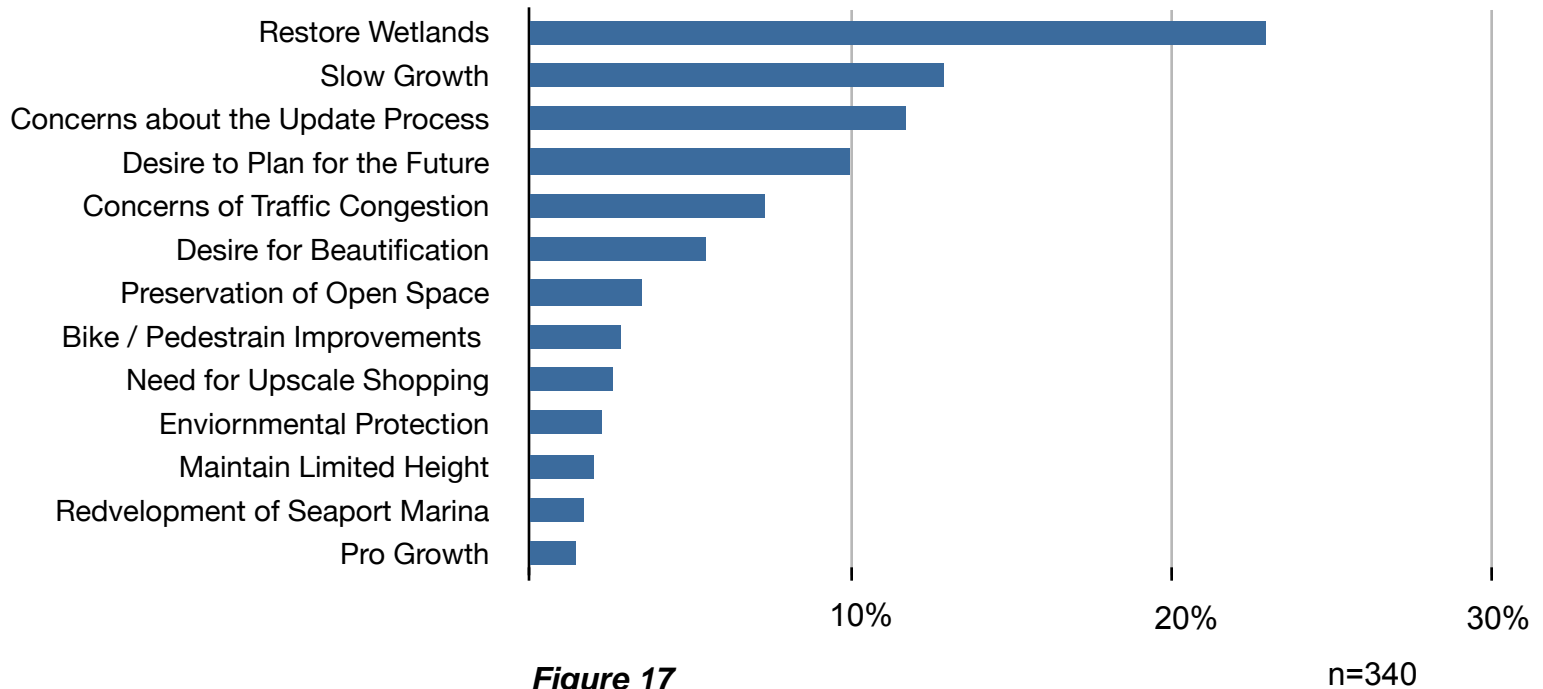
**Figure 16**

Current land use regulations restrict building heights to 35 feet. In order to gauge community support for changes to these standards, the survey asked whether respondents – in general – would favor an increase in this height limit for provisions such as additional open space, view corridors, larger building setbacks (i.e., more landscaping area), and high-end retail and entertainment uses.

As seen in Figure 16 above, the respondents were split 40-60 over the benefits that can be gained by any adjustments to the current height restrictions.



**Question No. 17:** *If you have other comments regarding land use, transportation and quality of life issues or you would like to be more specific regarding any of the questions asked in this survey, please use this space.*



The final open-ended question provided an opportunity for residents to share any additional comments or suggestions. The comments shared were generally consistent with the opinions offered by respondents previously, reiterating their desires for wetlands restoration (23%), slow growth (13%) and concerns about the update process (12%).

*“Quality, foresight, and the understanding that we are custodians of our environment should be at the forefront of every development plan...”*

*“I feel that the survey gives limited options because the options appear to be the same in nature: Too much commercialization”*





## Appendix A

# Survey Instrument

If you have other comments regarding land use, transportation and quality of life issues or you would like to be more specific regarding any of the questions asked in this survey, please use this space.

fold here

Please reference this map when completing this survey. Please remember these questions only pertain to the area contained in blue outline.



fold here

Return Address

**City of Long Beach**  
Department of Planning & Building  
333 West Ocean Boulevard  
5th Floor  
Long Beach, California 90802

# City of Long Beach

## A New Plan for Southeast Long Beach

The City of Long Beach has begun a process to update the specific plan for the far southeast area of the City. The new plan will guide development in the southeast portion of the City and establish goals and objectives for future growth.

The first and perhaps the most important step of this process is to solicit opinions of residents. For this reason, the City is very interested in your vision of the future of this area and in your opinions about land use and development. In order to assist us in developing the goals and policies for the future, we ask that you complete this survey. You can view the existing land use plan and get background information on this project and find out how you can get more involved online at: [www.longbeach.gov/plan](http://www.longbeach.gov/plan).

We ask that you complete this survey by **March 31, 2008**. The survey contains 20 questions and should take you 10 to 15 minutes to complete.

### Tell Us What You Think!

The SEADIP plan was created 30 years ago and provided for low-rise suburban-type development. Do you think this document needs to be revised or updated?

- ☐ Yes
- ☐ No

Within the past year, how many times have you visited the far southeast area of the city -- as shown on map on the back page -- and for what purpose was your visit?

What do you feel can be done to improve the far southeast corner of the city?



## Appendix B

# Verbatim Text Responses

# Verbatim Text Responses

## Appendix B

Question No. 2: Within the past year, how many times have you visited the far southeast area of the City and for what purpose was your visit?

### Open Text Responses:

At least once a week, if not two or three times

Everyday. I live here.

Every day. I live there

Driving through and shopping

I live here.

I live here.

I am currently a resident. I am in the southeast area all year long.

365. I live on Naples Island and pass through the area every day. All my grocery shopping is in the area, and I do other shopping there as well.

Every day. I live here. I shop here. I eat at restaurants here. I go to the park here. I walk here. I go to the beach here. I ride my bike here. I visit friends here.

30 kayaking, shopping, eating, traveling through by car, bicycling

Countless times. I have lived in the Belmont shore and Naples island area of long beach since my family moved here in 1979.

Approximately 327 times. Purpose was to visit business establishments.

Every day. I live there.

Every day. I live there.

Hundreds I live there

50 times or more. I live near CSULB and shop in the area, ride bikes, walk, play golf, and go to restaurants.

I live in Marina Pacifica--so I deal with the issues of this area 24/7, 365 days per year.

Everyday. I am a resident of Belmont Shore

Live in Naples. Visit all the time.

As a resident, I shop at many of the retail stores in the area on a weekly basis. I also travel through the 2nd Street/PCH intersection frequently each week.

1200. College, markets, general shopping

I am in the se area daily, visiting, shopping and traveling through.

Meetings, shopping, dinner, movies

Live in Belmont Shore.

I go there all the time--shopping, get my haircut, etc.--probably three or four times a month.

I've visited the area hundreds of times for shopping, movies, groceries, live music and dining.

Everyday. I live in the southeast area, Naples Island.

A minimum of 4 times a week

I live in the adjacent area so almost every day.

Visited probably a couple dozen times or more. Usually for shopping, dining, movies. But also kayaking in the bay and up as far as we can go into the channel and near the wetlands.

I live in Naples so I travel up and down that area daily. I utilize all the shopping areas (Marina Pacifica, Market Place, Loynes, 7th street and Studebaker/Anaheim). I take PCH a lot to run errands, and use Studebaker to access the freeway and other areas of east Long Beach. I take 2nd/Westminster to head into Seal Beach, so I'm in the area a lot.

100+. I live in the area and go to the shore every chance I get.

10, mostly for shopping

2-3 times per week for movies, shopping and eating.

Numerous visits to enjoy the natural beauty.

As residents of Naples, we frequent the Long Beach Marketplace for shopping/dining.

Everyday, I ride my bike or walk by this area. Our residence is on Naples, Is. It is beautiful to see the open spaces and wildlife.

I visit this area about twice a week to go to Trader Joe's, Wild Oats, Albertson's and Ralph's.

Over 200 times. I frequently drive through the area to and from jobs and shopping. I have clients that reside within the southeast area as well as in the wetlands. Furthermore, I periodically bike and kayak in the area.

I visit this area every day, since I live in this part of the city.

I go to that area for shopping.

I am there every day, as I live in that area (Bellflower/PCH/Loynes/2nd St). In particular, I travel the 2nd St/PCH area to either shop (Marina Pacifica) or to attempt to get to Seal Beach to visit family.

I live across the street from the area in question. I do my marketing, take my children to school, spend time at the park, and go on lots of family walks and bike rides throughout the area.

I live in the southeast area. We shop and use recreation facilities daily.

Too numerous to count as I live there!

APPRX 100 TIMES. I PADDLE KAYAKS AND OUTRIGGERS IN THE BAY AS A HOBBY AND ALSO TEACH SMALL CRAFT CLASSES FOR THE CITY.

Every day. I live in the area.

Continuously, I live there and most of my activities are also within the area.

Daily, I live there

Every day as I live near the corner of PCH and Bellflower

We live on Ancona Drive in Naples so we regularly drive through the area marked on your survey for purposes of shopping, freeway and other highway access. I would say that access is daily. We also have friends who live in the marked area. We use these areas for recreational purposes, such as kayaking in Cerritos Channel and in Alamitos Bay, jogging and walking throughout the area around the Marine Stadium, Colorado Lagoon and up to 7th Street.

75 times, Shopping-Trader Joe, Loehmann's, Golden Spoon, Albertson's etc, Movies, Regal and AMC

I live here

I live here

I live here

I live here

I live here

1) Bicycling down San Gabriel river way to Seal Beach. 2) Bicycling down Studebaker Rd. and along 2nd Street to Mother's Beach. 3) Running along Studebaker Road and along 2nd Street to the San Gabriel river way.

daily. I live here.

Daily - am a resident

365. Live and shop in the area.

I live in the southeast area of the city.

I live in the southeast area of the city.

I'm usually in that area every few weeks - even if only to go to local stores (Ralph's Marina Pacifica, pet store, theatres, etc.).

weekly, going to the beach, shopping second street

Countless times - to shop, to ride my bike, to go for walks.

I live in the southeast area so I am there everyday so I guess we will go with 360 times in the last year, since I did take a weekend vacation. I do all of my shopping in this area and often go out to eat or get a drink there as well.

I live in the southeast area.

Numerous, biking, walking, etc.

20 - 30 at least. Shopping, eating, movies, in Marina Pacifica Mall, and Market Place. Farmers Market. Visiting friends in Marina Pacifica condos.

I live near and drive by all the time. Traffic is much worse than years ago.

30 times to visit the Farmers Market, Lagoon Park, shopping at Wild Oats, and biking along the San Gabriel channel.

I live in Belmont Shore.

Many times each day. I live in Naples and drive or walk there constantly.

Bike riding to Seal Beach. Bike riding to Mother's Beach. Bird watching near Bixby Ranch.

Nearly every day. I live in Belmont Shore and pass 2nd and PCH and the wetlands nearly every day. I bicycle in this area, and enjoy the open spaces and look forward to the end of the oil operations in the wetlands, so that they can be restored. This is a heavily traveled area, the only way we can travel to Seal Beach, Orange County, to the freeway, etc.

I live in the area affected by SEADIP

daily - we live on Marine Stadium

Several times. To visit the wetlands mostly. Eating at the restaurants and going to the movies after that.

I visit the area 7 days a week. I now live downtown, but I was raised in, and my parent still live in, University Park Estates and I teach at Cal State Long Beach. I also visit the Los Cerritos wetlands at least once a week and shop at trader Joes every 2 weeks or so. I also enjoy all of the retail in marina Pacifica and Marketplace, but I think there is enough already existing.

Every Day. I live in Naples.

We live here in Southeast Long Beach.

Many times, I live, work, play and shop in the southeast area of Long Beach.

Never

Daily, I live here.

Daily, I live here.

Live here

I live there

I live there

I live there

Every day. I live in Naples. The southeast portion of Long Beach is my home.

I live here.

I live here.

I live here.

I live here.

I live here.

I live here.

I live here.

Every day, I live near there and use this area for recreation, shopping and dining.

Continuously - I own property on Naples Island.

I live on Naples Island, so daily would be the answer

DAILY, I LIVE IN NAPLES

I am a Naples resident so I am constantly active within the area.

Daily for groceries, gas, pilates classes, movies, walks.

At least five times a week going and coming from work -- also biking and shopping.

Every Day

Live Here. For past 30 years

25+ , I am a CSULB senior and am in the area on a weekly basis. I have visited for boat races in Marine Stadium, bike rides, field trips with the CSULB geography department to Simm's Pond, Marine Stadium, in addition to several field trips to the Los Cerritos wetlands complex for my major's senior project class. I also drive through multiple times per week to get to my friend's house from CSULB.

I live in the area.

I live in the area.

I live in the area.

I live in the area.

Almost daily, if not multiple times a day, for business, shopping, entertainment, recreation and social reasons, either in the impact area or impact adjacent. I live on 7th street, therefore I consider the area my local neighborhood.

I visit daily; I live adjacent to the area at Colorado and Winslow. I visit the area for recreation, shopping, beach access, commute, walking and bicycling.

I own a home and live here, shop here and do recreational activities here.

almost daily, and sometimes multiple times a day. mostly for grocery shopping at Ralph's, wild oats, and trader Joes. but also for movie theaters and miscellaneous shopping

I live in the southeast area of Long Beach, in Naples, so I am in this area daily for the purposes of shopping, commuting, and viewing the birds and water.

To many to count, I live off of Studebaker, and I'm in the area all the time for purposes of shopping, movies, dining, and walking around the wetland areas, channels, and over by the harbor area.

At least 1 time per week to go to restaurants, shops, visit friends and on some occasions go to the beach.

50 times. To grocery shop at TJ and produce market next door.

Food, entertainment, shopping

Daily. I live in the Southeast area.

Multiple visits to the grocery and movie theatre.

I am a resident.

Several times a week. Most often for shopping and entertainment

3-4 times per week for shopping and recreation.

100 times--Soccer practice, shopping, dining out

Farmer's market, cycling on way to San Gabriel River Trail and Orange County, dining out

Daily, live within boundary.

I live in the area, so almost daily.

400+ times driving through on the way to/from work.

I live there.

I live there.

I live there.

I live there.

I live there.

I live there.

I live there.

365 times, we live in the impacted area.

yes

2-3 times per week. Need to access PCH, Belmont Shore, Marketplace, etc.

Several times daily, live within area, first moved into area in Aug 1960

No change

No change

No change

No change

Keep original SEADIP, No high rise buildings, low-low density

Horrible Idea

don't change

I live in East Long Beach

Everyday, I have lived in University Park Estates for over 47 years

I live in that area. No change. preserve the natural beauty.

Hundreds of times. I live in Alamitos Heights.

Resident

Resident

Resident

Weekly, walking and golfing.

360 days.

100+ Shopping, eating, movies, passing through

At least once a week, to shop at the Farmer's Market, Trader Joe's, Wild Oats, and maybe Albertson's and Ralph's. I also kayak once a week from the place at Belmont Shore and go through the Westminster/2nd Street and PCH intersection. I also go to movies down there on occasion.

Drive thru daily east/west on Westminster/2nd St.

Hundreds of times for recreation, shopping and work.

I pass through this area almost everyday on my way to Seal Beach or El Dorado Park.

Too many to count. We live within the area.

1 - 2 times per week

100 or more shopping, dining, open air market.

shopping

shopping

we live there

We live and shop in our area.

Drive through about once a day.

Everyday we live here.

The outline on back map page was not in blue so I was not sure what/where the exact area is.

40+ times. Mainly for grocery shopping.

Wetlands

Hundreds! We live in and work within the area.

100's times per year, shopping, eating, drive through to O.C., access to freeways, driving thru to the Home Depot in Westminster.

I drive through or frequent businesses in this area 5+ times per week. Purpose of my visits include: Farmers Market in Marina (Sundays), restaurants, freeway access via 7th St. to 405 S, driving via Loynes, PCH & Bay shore.

Passing through to 405 entrance or to Westminster

daily, work and pleasure

We usually drive past the area I on my way to work and my husband on his way to the South Coast Club. We also go by it on the way to H.B., My husband does shop at Trader Joes and Albertson's and we occasionally eat at Hoof's, Mimi's and In "n" Out.

More than 100 times, shopping, passing through on PCH, 2nd St., Loynes.

Countless, restaurants, banking, marketing, freeway access.

Hundreds of times for shopping, dining and entertainment.

Daily.

Numerous times, bypass traffic on 7th St. Enroute to businesses and restaurants and movies, biking and walking.

Well over 100 times. We live in Alamos Heights on Santiago Ave. We go to eat, shop and to the movies. We go for walks to the Marina/Marine Stadium and the wetlands regularly.

Once per week, movies, groceries, Trader Joes, shop at market place.

I shop at Neil's in Market Place and just alterations frequently. I got to Omaha Steaks and when there I go to Trader Joes I have my hair done once a week in Seal Beach

12+, retail, veterinarian, wetlands, passing through on way south.

No Home Depot analysis of traffic from Seaport Marina, no Wal-Mart. I shop at Trader Joes & Wild Oats/Whole Foods, I attend movies in that area.

Numerous times I live, shop and dine out in the area daily.

Daily - resident

Some shopping or heading down the coast or to Belmont Shore and either observing or taking a walk down at the wetlands area.

I live near this area, I drive through or visit frequently.

200 times to shop, drive through eat.

I live on the Peninsula (about 1/2 way down on the ocean side). I shop in this area weekly; groceries, restaurants, gas, books. I cannot shop for clothing as the closest place that carries stylish clothing for someone my age (62) is South Coast.

Drive by

I live in this area, while finishing school so I visit shops, restaurants, and recreational sites frequently. I am currently living with my parents on E. Seaside Walk. I surf in Orange County.

Every day, home to work and work to home.

Too many to count. Shop at Marketplace, Marina Pacifica, etc.

Movie, Trader Joes, Claim Jumper to get to Seal Beach.

Nearly daily for retail/dining/entertainment.

None, I sometimes eat at Claim Jumpers but tend to avoid the area.

Many times driving through few times shopping.

Innumerable

I'm in that area once or twice a week for Trader Joe's the shop at Marina Pacifica or the Marketplace.

365

Everyday, I live in the sea.

We live very near 7th St and PCH

12 times Market place

Virtually daily, walking, driving to/from work, visiting restaurants and shops.

Several times a week to shop at Trader Joe's etc. in the Market Place; to shop at Whole Foods and eat at Mimi's; to shop at Albertson's Market; Ralph's; Bookstore; Tantalum; Travel on Loynes to access the freeway.

I live in Belmont Heights and frequent the stores and restaurants on an almost daily basis. I would estimate that I visited the area 200 times in the last year at least. My wife works in the area and is there on a daily basis.

I live in the area shown on the map.

Several times a week.

I live here and therefore visit daily.

I live in Alamitos Heights so I visit the various shopping centers around PCH and 2nd street nearly every day. So the answer would be daily, about 350 times.

Perhaps 150 times, for shopping at retail stores, farmers' market; for services like haircuts and banking, for walking along the river path, and for looking at the wetlands.

Daily--I live there

150 times, eating, shopping, driving through

365. I live on Naples Island and pass through the area every day and shop there frequently.

I live nearby and visit the area quite often.

Hundreds I live in Los Altos. Shopping, recreation, drive through on the way to some another part of the city etc.

I live in southeast Long Beach.

I visit almost daily. I shop at the market place and Marina Pacifica. I play golf at Bixby and drive to seal beach and Westminster down Studebaker and left at Westminster.

Twice, photography.

I live adjacent to the area in question and thus am always visiting it.

weekly. shopping, movies, meeting friends, open-air market, bicycling

At least 3 times a week. Mostly riding my bike on the San Gabriel River and streets in the area. And to see wildlife in the area.

I shop at the Farmer's Market every Sunday, go to a doctor's office in the area, shop at the Marketplace and on Second Street. I go there at least 4 times weekly. I also enjoy kayaking in Alamitos Bay and in the wetland area adjacent to the mobile home park.

I have been a resident of southeast Long Beach since 1993

120 days-- Shopping-- Movie theater-- In transit-- Recreation

I live near this area and pass through it almost daily. I frequent several places in this area on a weekly basis. Loynes and PCH are where I get my haircut and have my two favorite restaurants. I also go to trader Joes in the marina. I love to drive down Studebaker because it is open and feels less congested, with the smell of the ocean.

365 days -- I live here

I go to shop, walk the parks, drive through, and ride my bike regularly. O the average once a month, sometimes more frequently.

Daily, for shopping and dining

Trader Joe's at least once a week. 2 nights at the Edgewater while our house was being fumigated. Dining at Market Place once a month. Other than that, passing through on my way from home to somewhere. - a lot!

75- bike riding, walking, shopping

too many to count: peace & checking on birds--pure recreation

Shopping, transiting through, viewing and enjoying existing wetlands.

I visit the area every day. I commute through it using Westminster and PCH and I visit stores in the Marketplace and in Marina Pacifica and on Sunday's the Alamitos Bay Farmer's Market.

I live near there

Guestimate: 15 to 20 times. Eat at Indian restaurant. Shop (not very often). Drive through or stop en route to coastal area farther south. See a broker (maybe once)

I live in this area and walk, bike, run and drive in this area daily.

Resident: daily

Almost daily...it is part of my larger neighborhood.

I am a resident.

Nearly everyday. I live in Belmont Shore and pass 2nd and PCH and the wetlands nearly everyday. I bicycle in this area, and enjoy the open spaces and look forward to the end of the oil operations in the wetlands, so that they can be restored. This is a heavily traveled area, the only way we can travel to Seal Beach, Orange County, to the freeway, etc.

Daily, I live there.

Daily, I live there.

Continuously, I live there and most of my activities are also in this area.

I have visited the area approximately 300 times within the past year. Almost daily, I walk in Gum Give Park, which borders the area. I also walk along the "river" corridor.

At least 30 times. 1. Birding at Gum Grove Park, along the channels, at beach. 2. Eating 3. Visiting friends who already live there.

I have passed through and visited many times for various reasons, mostly recreational.

Too many to count. You see, I'm a long-distance walker and biker.

I live in the Southeast area--Please respect its uniqueness and prevent developers from overbuilding and changing the quality of the wonderful area--

at least weekly for the farmers' market, to walk in the marina, or to visit Trader Joe's or the movies.

Every day- I live in College Park east (7th and Studebaker area)

weekly shopping, dining, riding bikes, friends who live there the marina to take jet ski out

About a dozen or so times. To kayak/ bird watch in the Wetlands.

I live in the area and work, shop, and enjoy the recreational facilities of the area. I walk along the beach, along the Marine Stadium, and of course along Second street.

3x to view the beauty of wet lands keep it natural..

Lots of times...including visits to seek out the wetlands areas, asses the condition of the riverbanks and view the proximity of the industrial zones to the sensitive wildlife habitats. Also, I've gone there to learn and understand what was wrong with the Home Depot project--and its problems became clear. In addition, I have made use of existing facilities--cinemas & restaurants. My "environmental" visits to the SE area have, in great part, been to enjoy the natural settings of the area--before they're destroyed.

I live next to the wetlands

Live here.

I live in Seal Beach so I am always around the area.

Daily. I work in the SEADIP area and ride my bicycle to work often. I also am a recreational boater and keep a boat in the Long Beach Marina

60 - shopping, dining, walking, enjoying the waterfront area

I take my dogs out onto the land to run off leash and be near the water

All of the time. I was born and raised in the surrounding area and spend seven days a week walking, riding, or driving around the whole area.

At least twice a month to shop, go to the movies, visit friends, go to meetings and view the wetlands.

At least once/week....shopping at Marketplace and Marina Pacifica.

Dozens of times. My family and I bike from Channel Park up to El Dorado Park; and we bicycle along the Loynes Bike Path over to the Marine Park and Mother's Beach.

Thousands; we live in this area and are very interested in the natural habitats, and their continued, and improved condition.

I live in that area.

Daily. I live in the area.

Since I live in Belmont Heights and work in the Los Altos area, I frequently travel through this area and also use the Albertson's Market, restaurants, movies, and stores along PCH. I am a native of Long Beach and grew up in Alamitos Heights. I have seen over the last 50+ years dramatic changes occur in the southeast area. It is sad to see how little of the wetlands remains and how degraded it is. Yet I also see Herons and Egrets perched over the remaining puddles.

10 Times. Visiting the wetlands and shopping.

I live in the area.....in the Naples area. I have visited the wetlands area to check on the birds that are resident and migrating.

I have paddles a kayak up the Los Cerritos Channel numerous times, and have been cycling on the San Gabriel River Path at least once per week

I live in this area.

I live in this area.

I live in this area.

I live in this area.

Yes. Probably at least once or twice a week.....70 times. Events at the Carpenter Center, shopping and restaurants.

Couldn't begin to count the times! Shopping, theaters, dining.

Often, live near by

Every day. We live here

I live in Belmont Shore and travel through this area almost daily for a variety of reasons including freeway access, shopping, dining, and entertainment.

Daily as I live and shop in the area.

I live here, so question is n/a.

Every day. Getting to / from the freeway. Shopping

I Live there

Both live and shop there...eat and entertainment

I live there - Where Loynes and Bellflower dead end into each other...so I guess that would be every day.

Recreation, Picnics, and Long Walks and more...Recreation, Bicycle Rides, Farmers Market, Restaurants, Whole Foods, Trader Joes, Shopping, Movies, more Recreation, Picnics, and Long Walks

Every day. I live and work in the area.

I live in this area and visit stores, restaurants, and markets in the area frequently.

I live in that area! How many times have YOU visited the area?

Many, Shopping, restaurants, movie

I live close to the area and walk there or ride my bike at least once a week.

I live in the southeast area of Long Beach. I shop and go to restaurants in the area.

At least weekly. We shop, attend movies and restaurants in the area.

I have lived there for 11 years

300 for shopping at the Market Place and Marina Pacifica for AMC and Barnes and Noble etc

Daily - live in 3rd District

Daily, every day. Our home is within this area and this is our primary shopping area.

I live in Naples and drive through the area almost daily.

Daily - live in the area

A couple times to check on the Home Depot fiasco. Wanted to see if the Home Depot project was halted before it ruined the area.

Almost daily to get to the Peninsula

I live there. We can revisit the SEADIP plan but it basically outlines the type of development that I would like to see.

I'm a Naples Island resident so I visit the southeast area on a daily basis for shopping, entertainment, recreation, etc.

I live and work there (Kettering Elementary School) so daily.

Every day for the past year since I live there.

350 times. I live here and so visit often.

I live here. We've walked, shopped, gone to the beach, picked up trash, volunteered and the like almost daily.

Every day at least once - to shop, traffic flow to freeway etc. etc. Walk parks etc.

am a resident

365 times or daily. Grocery and other shopping, dining out, seeing movies, playing golf, riding bikes, walking, visiting friends, traversing through this area to the freeway and other parts of Long Beach and into Seal Beach.

Retail shopping, dining, movies, storage facility, access to freeways.

Every day because I live in Spinnaker Bay.

At least twice a week, going to the Market Place, Albertson's, Marina Pacifica Center, Albertson's and West Marine.

I live in the southeast area of Long Beach. I am there daily.

To many times to count. I do my shopping for presents and holidays on 2nd St. when possible. Grocery shopping is done at Marina Pacifica, theaters are visited in the Market Place and Marina Pacifica, and one cannot forget Trader Joes, and Golden Spoon.

I live in this area

I live in this area

Daily for general living; grocery, movies, merchants. Visited nearly every other day.

I live on Alamitos Bay so I see this daily.

Daily - I live there

Daily

Daily

Daily

I visit the southeast section of the city daily. I transit through the area and live and shop throughout the area.

Daily-- live in the area.

I live nearby. It is always on my mind as a site that could be a beautiful asset to our city.

Every day. Live here.

EVERY DAY, I HAVE OWNED AND LIVED IN A HOUSE IN UNIVERSITY PARK ESTATES SUBAREA 7B FOR OVER TEN YEARS. A) I HAVE NOTICED A SIGNIFICANT INCREASE IN TRAFFIC CONGESTION AND RELATED NOISE AND AIR POLLUTION ALONG 7TH STREET BETWEEN STUDEBAKER AND PCH. B) ALSO TRAFFIC HAS INCREASED AT THE INTERSECTION OF PCH AND 2ND STREET/ WESTMINSTER AVE.

I live here....work here....volunteer here.....teach here. Wetlands and eco friendly park style developments only, that will give back to future generations. We don't need another housing development, we need more regional park development. We have enough businesses that are struggling to stay afloat. We need reminders why this area has started from wetland roots, still had a remote beauty and simplicity. If I wanted to live on the crowded West Side, I'd move back.....and sit in traffic again.

365 - I live here.

Every day, I live there, shop at Marina Pacifica and the Marketplace, use Loynes to get to the freeway, etc.

Hundreds of times as I live in the SE part of Long Beach.

I live at El Dorado Park South and work in Belmont Shore, so I go there frequently.

Daily. Resident and for shopping.

Haven't visited area for any purpose that I can recall.

I have visited any times for various purposes.

Daily - I live in this area

I drive in and around the southeast daily. I work in the area, and is a major thoroughfare for my activities both work and play.

restaurants - shopping

I live in Bay Harbor so I am there daily. I shop, eat out, go to movies and use professional services in the area.

I take nature walks along the Los Brachia Cerritos marina

500 times

300 times - I live in this area.

2008 - 20 times

Almost daily, live nearby.

Many times. I live next to the area and walk there daily.

Many times, as I live right near it and I have a friend who lives within it.

We have lived in Naples since 1960 and we are concerned about future development which would cause increased traffic and congestion as is everyone in these affected areas.

I live in that particular area and frequent the area for just driving through to shops, frwy etc.

Thousands of times for shopping, restaurants, movies, etc.

I live here in the Far SW area of the city

At least twice a month. I am leery of getting out of my car on Park Street because of the speeds of the other cars. The streets are narrow and cannot support any more traffic.

Live in Belmont Shore, shop and eat in Marina Pacifica and Market Place

We live here

I live in Belmont Shore and shop and visit friends in the area, as well as occasionally visit the wetlands, as badly as they are maintained.

I grew up here. We live here! We kayak in the Cerritos wet lands. I used to explore the wetlands in a small 12 boat when I was a kid. You could see all the wild life. Kids today don't have much of a chance to see natural wild life in their city.

about 30 times, I drive through to go to orange county from San Pedro. I have shopped in the area. I don't know anyone who lives there.

At least once a week driving into area to shopping (Wow store, Trader Joes, etc).

I live on Silvera and conduct virtually all my business within the far southeast area of the city. I shop, eat in restaurants, fuel the vehicles, go to movies, and recreate primarily within the area.

I frequently shop, dine and/or go to the movies at Marina Pacifica and Marketplace, and also shop at Marina Shores.

Every day! I live in Bixby Village. Use the area for all food shopping, restaurants, theatres and access to 2nd street.

I live in the area so I'm constantly there. If there were an open, scenic wetlands park such as that in Bolsa Chica, I would certainly be there on a steady basis.

I live near the corner of Bellflower and Loynes

My husband and I both drive through this region every day to go to work down PCH in Newport Beach, and on the weekends we drive through this area to go surfing or go to the beach. We also have our vet at Belmont Shore Veterinary on Loynes, and we visit the Albertson's, Whole Foods, and BevMo around the 2nd Street area for groceries. We also frequent the Pacific Marina shopping plaza. This is one of our favorite areas in Long Beach because it's convenient and one of the most beautiful areas as a result of the preservation of nature and proximity to water.

I live and work and in the SE area.

Shopping, Restaurants and Marina access

daily, I shop, eat and use the entertainment around the area. I also commute to the freeways, etc in that area.

Live in the area. I walk, bike and shop there.

I live in the Long Beach Ranchos off Studebaker and Spring so I'm always there. Whether I'm riding my bike to Seal Beach or shopping at trader Joe's, I'm around.

I drive through this area almost daily to get to the University Park development where I have friends, to cut down Studebaker to get to Westminster Blvd. I love looking over to open land & water there. However, I do not like looking at the huge electric company. It is offensive to the eyes, but I know necessary. Also, as you turn right & head for PCH both sides of the street are ugly & messy. Many vagrants reside there as I see them at times coming out of the under- brush.

Every day. I live in this area.

Very many. I use it primarily for walking and bike riding as well as other recreational activities.

Yes, shopping at Trader Joes or driving through.

75 times for shopping and dining and shows.

Every day. Transit to work and recreation from Seal Beach.

All the time.

I live, work, shop, drive, walk, seek entertainment, use the public areas, and chose to stay in this area.

100's of times. Drove by.

Many times; I live just west (outside the lines drawn) so I travel in and out of the area for mainly shopping.

50

50

Daily, I live in this area.

Daily, I live in this area.

All the time I live hear

I live in the area. Regular shopping, dining, and movies at Marina Pacifica & Market Place

We have lived in the area for forty-five years and find it very difficult to get anywhere because of the heavy traffic.

At least 250 maybe more - shopping, dining, getting to/from the 405 Freeway.

Daily - I drive through on my way to take my child to school.

Approximately 150 times/year. Purpose is driving through on way to Orange County and shopping in vicinity of PCH and 2nd Street.

Pass through daily on the way to 405 South via Loynes or Westminster.

I live in Bay Harbor.... Everyday..

Many times, we live on Park Avenue. We travel to Seal Beach, to the 605 North and to the 405 S regularly through that area.

20 - shopping, visit friends, movie, walking

365 times. I live, work and play in this area and travel through the southeast portion of the City daily. I shop, drive, ride bikes walk and generally enjoy the area.

Daily - commute/shop in area daily.

Everyday I live in this area for 50 years.

365 Days - Daily

Every day I drive through it. I commute to and from work M through F. On the week end, I drive through it to see a relative. I also shop at Petco and use the cleaners in that mini-mall. This would be about twice a month. I go to the Ralph's store occasionally. Maybe twice a month. Use the Mobil station monthly. I also drive through it to get to quaint Main Street in Seal Beach about 5 times a week. Why must Long Beach look like a wanna-be resort while Seal Beach retains its charm????

Daily. Own Anchor Seaport Esc in Naples. Live in Belmont Heights. Own a duplex in Belmont Shores.

NO new development-more parking for residents.

I live in the zone.

At least 52 times-we have a boat in the marina, so we shop at Trader Joes, Albertson's-eat at Hoof's Hut.

shopping, restaurants, farmers market, beach, walking path

100 or more.

Many times to reach Seal Beach, Visit the Market Place and Marina Pacifica

I had to travel to the fantastic Cafe.

I live here and shop here.

Twice a month to shop or to dine, approx 24 times a year

Passing through to shop Marketplace, Belmont shore or to visit Seal Beach

several times; we live nearby and use the parks a lot.

live there walk, bike, beach, take the passport, go to restaurants, shop

I'm a local resident so hundreds of visits for shopping, restaurants, recreation.

I visited for shopping.

I live in southeast long beach

Daily, for both business and personal purposes.

Shopping, visiting friends, commuting to work.

Local resident with numerous visitation, at times transversing the area on a daily basis to reach watersport, walking, and shopping areas

Almost daily.

Weekly. My company has business with the industrial tenants of the eastern edge.

Daily; I live here.

Every day. I live in Spinnaker Bay. My office is adjacent to Alamitos Bay, I have a small boat and am a member of the Long Beach Yacht Club.

40 times-Visits to friends, Second Street, Dinner, Movies, Access to Ocean

Daily, we are a resident.

I live in Naples Island, shop at the Marina farmer's market and regularly patronize marina Pacifica and the MarketPlace. The Mobil station at PCH/2nd is where I generally fuel. Also, I have a rowboat, I am in near-daily use of the area waterways, and appreciate greatly the public docks at Marina Pacifica, where I will row to shop or have coffee.

10 times, some for freeway access, others to get in and out of City through Seal Beach area.

Marketing, restaurants, shopping, visiting friends, pleasure. My daughter-in-law drives to and returns from work each day on Phalli 4 Maine arteries are used almost daily by this household.

300 + times a year. I live here and spend here.

Everyday.

Everyday.

Daily. Driving, Shopping at Traders, Ralph's, occasional movies.

At least once a day, sometimes more often. I walk along the estuary in the park that runs between Loynes and 7th St., I walk from my home in Belmont Heights to Marina Vista Park and back, I walk to and around the Lagoon and Recreation Park, and I shop at the Marina Pacifica Shopping area.

EVERY DAY I LIVE HERE

EVERY DAY I LIVE HERE

I live just off Studebaker & Anaheim and we walk and bicycle in the area several times a week. Thus, I would estimate we visit over 200 times per year.

Riding bikes and some shopping at Albertson's. Brunch often at Mimi's Cafe.

I live in Belmont Shore and the subject area is my main transportation route and where I do most of my grocery shopping. I also shop at some of the other retail stores as well. I go to or through the area on almost a daily basis.

50 times, usually to shop or passing through

Everyday, this is my home.

every day. I live and drive through there.

I live off of PCH, just past Bellflower and 7th Street. I shop at the Whole Foods and Trader Joe's and am at this area frequently. I feel that my shopping needs are already being met very well.

I live in Marina Pacifica

live in area

At least 50-60 times to visit friends in Seal Beach and to appreciate the open land and fields near Studebaker and Westminster Blvds.

I regularly go to the area for the Sunday Farmer's Market, Ralph's Market, Albertson's, Trader Joes, and my barber. I to the southeast area of the city several times a week.

every weekend, we do our shopping there

300 times (estimated). Shopping. Dining out. Driving through to get to 405 southbound or to go south on PCH.

5 times for kayaking, bird-watching and to take my students to see the wetlands.

I live in this area and am here all the time....I see the dramatic changes that over population and traffic are causing.

We drive through this area daily. We use it for shopping, dining, going to El Dorado Park.

I live in section 7b --Univ. Park Estates (map between pgs 28 & 29. So I am here all the time

Daily visits to markets and restaurants

I go to the Alamitos Bay Marina every Sunday to work in the Farmer's Market. I went there 50 times in the last year.

I live here at Marina Pacifica

We live there.

Practically every day because I live in the area.

Approx. 30 Shopping and eating out

TNTC

Numerous times. Sometimes to visit the wetlands, sometimes to shop, sometimes to visit friends, sometimes on business.

365 I live there

usually passing through

To visit the new Jack Nichols Park (several times). Also to use the Market Place facilities.

We travel that intersection every day to shop, eat or enjoy the open space in passing.

weekly retail

2 -3 times per week. shopping, entertainment, freeway access,

I live here, shop here, play here, take my children to the beaches, bird watch at the Colorado Lagoon,,,,,I have lived here since 1968 and thought the original plan -- bought and paid for -- was supposed to be it. Why pay for a plan if you junk it later? Remember Sasake-Walker?

I live in the southeast area and drive through it every day.

I'm generally there every week. Usually to get something to eat when I'm coming and going to Seal Beach.

Every day -- I live right here.

Recreation - to bike ride, experience open space and wetlands, see wildlife, and go birding.

Weekly, as I am a Long beach native, I travel to LB to maintain my properties. Also lots-a-friends to visit.

I have visited about 25 or 30 times

I live in the southeast area of LB.

50. Shopping or on way elsewhere.

Too numerous to count them, I go by this area at least 5 times per week.

Several times a week for food shopping.

I live in Belmont Shore and either walk, run, bike or drive daily over the big bridge. I also kayak on a regular basis.

I commute via 2nd st/Westminister daily and shop in the area often

I and my family travel that area daily and sometimes several times daily to access work, shopping, etc.

I visit it weekly.

12 times. My hairstylist and to eat at restaurants and shopping

365 days a year. I am a resident of Southeast Long Beach.

I live in the southeast section of Long Beach.

1. The above question is moot. There's already enough suburbia! There are more than enough homes and more than enough retail. Just upgrade what's already there. Question 2. Almost daily. To and from home and work. For groceries, theater, books, restaurants, etc.

I am a resident of this area

I live in the area

15-18 times . I volunteer with greyhounds at one of the local shops as well as going to the farmers' market to shop on Sundays'. Plus I meet friends for breakfast or dinner.

Daily: I am a 22-year resident of University Park Estates.

I live and work here. I am in the southeast daily.

I live in the area.

I am a resident in the area

I live here

I live there and am all over the place.

I use this area all the time. I walk in the area, I shop in the area and I drive through the area going south. I live just on the other side of the blue at Granada and Third.

The majority of my personal time and a significant part of all time is spent in both private and public sectors of this part of the city for me for business, shopping, socializing, etc.

Since I live in this part of Long Beach, I visit it daily. I also shop and dine in this part of Long Beach.

Living in Belmont Shore, I do most of my shopping in the southeast area and travel through it to work and to access the 405 FWY. I am in that area daily.

I reside & do all of my shopping in this area.

My home is there since 1975 and I spend 99% of my time there.

Every day unless I was on vacation or otherwise out of town. I live and work in Belmont Shore, and therefore, spend most of my time in the far southeast area of Long Beach.

Daily - we reside immediately adjacent to the area.

Every day...to reach my residence, shopping and occasionally for environmental purposes.

We have visited California pizza Kitchen, Trader Joe's, Gas Station, and the Pumpkin Patch. We live near to this area.

Frequent, we have a boat slip in the marina.

I live there, shop there, drive there, work there, children go to school there, etc(reside in University Park Estates)

I have passed this area over a thousand times. Every day to and from work, running errands, driving to go out at night. This is my normal path to the freeways for all my needs. I seldom go the other direction towards downtown.

We live in University Park estates

Daily. I live near this section of the city.

Live right here, it is my neighborhood

Daily. I am a resident here.

Several times a month I drive through the area on the way to work, shopping, and recreation.

We live in the Southeast corner of Long Beach. We are located in University Park Estates. We have lived here almost 9 years. We stay within this area and do all our Grocery Shopping (at Ralph's), Movies and Book shopping and dinner (at Marina Pacifica mall and Market Place) as well as all the other day to day stops. We love Long Beach and would love to see some improvements made to our area.

i go there every day. My purpose is that I live here.

I drive by it every day on my way to work, to drop off my children at school and to get on the freeways.

Countless times. Shopping, restaurants, bicycling.

everyday...live here

Every day... I live in this zone

Daily, I am a resident of this area.

I live in the area and drive by it on a daily basis.

Three to four times a week

daily. live in the area and drive Studebaker and Westminster.

I go by there every day. Just got this e-mail, please accept my survey.

Every day. I live in the area

apprx 100 times. I paddle kayaks and outriggers in the bay as a hobby and also teach small craft classes for the city

too numerous to count I live there.

I live in the southeast area. we shop and use recreation facilities daily.

I live across the street from the area in question. I do my marketing, take my kids to school, spend time at the park, and go on lots of family walks and bike rides through the area.

I am there every day, as I live in that area In particular, I travel the 2nd st/PCH area to shop or visit family

I go to that area for shopping.

I visit this area every day, since I live in this part of the city.

I have clients that reside with in the southeast area as well as in the wetlands. furthermore, I periodically bike and kayak in the area

I visit this area about twice a week to go to trader Joe's, wild oats, Albertson's and Ralph's

everyday, I ride my bike or walk by this area. our residence is on Naples, it is beautiful to see the open spaces and wildlife

as resident of Naples, we frequent the Long Beach Marketplace for shopping/dining

Numerous visits to enjoy the natural beauty

At least twice each day en route to work, errands etc from my home which is within 2 blocks of the area shown in the map.

2-3 times per week for movies, shopping and eating

Pass through as I live in Naples. Shopping in both centers, Marina Pacifica & Market Place also movies and dining.

I live just outside the designated area and visit it 4-5 times per week to patronize restaurants and businesses in the area.

I can't think of an occasion I've had to go there, other than to drive through it.

I live here. I'll be honest-after shopping Ralph's and Albertson's for 40 years, I'm gradually changing to other places. Even the drug stores are all the same brand, no choice, and I'm not supporting them. As a size 18-20, I don't purchase clothing in the area. The "Big" store on 2nd is horribly expensive.

Daily-to home

Shopping 2x /week (104x/year)Movies

Weekly-its a desirable area and should be allowed to grow and improve. Alamitos Heights residents do not have right to control whole area-after all that's why they live there.

I live in the area-drive to Studebaker & Loynes everyday-Home Depot would be a huge improvement on what we have now-How come nobody makes Bixby clean up the area -trim the trees?

I have commuted through the southeast corner of Long Beach daily as I run errands and visit friends.

We live there- shopping, dining, etc. Been there many times.

The far SE area by Studebaker, Loynes- I usually only go thru when I leave the area (freeway access)Loynes & PCH - for food Marina Pacific-3x4 week-yoga, Barnes & Noble, movies 2nd Street - 5x week specialty shopping meals.

10, mostly for shopping

I live here in Belmont shores mobile home park.

almost daily travel PCH, Studebaker, or 2n through this area

live on Naples island

Daily; I live here. Spouse and daughter go to CSULB. Shopping/banking walking in the area.

Daily - I live near the area - Exiting/Entering frwy.

365 times at a minimum to buy groceries at Ralph's Market.

We live adjacent to the area and are there every day for various purposes.

Everyday - my wife and I live in this area.

Daily - I live in the area.

Through traffic to get to the freeway. Used Studebaker storage.

Movies, Farmers Market every Sunday Shop Whole Foods, Trader Joes Drive to freeway.

I drive by it almost every day--sometimes very slowly due to traffic.

Daily- I live on Naples.

We live in Naples.

365 times in the last year, I drive down Studebaker everyday. PCH is such a major intersection at 2nd Street that I don't know anyone in Belmont Shore who doesn't have to go through there at some point in their day. It is probably the most heavily traveled area (along Studebaker & west on PCH) in the 3rd District.

Everyday. I live in this area.

Too numerous to count; dozens of times.

200 Times drive through shop entertainment

everyday

I live in the area so am there daily. I do the majority of my shopping and driving in the area.

Daily. Shop there and got down Studebaker to the Beach.

Many, just passing through.

I travel through the southeast area two to three times a week. It is very disheartening to see the development and I industry. It has become an eyesore.

3-4 times/wk: shopping, dining, visiting, and freeway access.

Several times.

4 times per week. Visit relatives; shopping, dining out & getting to 605, 22 & 405 Freeways.

I live in Belmont Shore, so I am walking & driving everyday.

I live in the area. I shop, dine out and recreate in the area.

Trader Joe's at least weekly. Kayaking on occasion. Run through area 4-5 times a week.

Dozens. Kayaking. Cycling.

Live there Daily!

10-12 I have friends living in the area.

4-7 days a week travel to work, shopping, recreation, farmers market, etc.

25-30; bird watching, hiking, visiting, going to farmer's market

Live within area

5x/week Passing through area. Shopping Dining

30 Shopping-Farmer's Market Eating-restaurants

Numerous I live in Naples

Constantly Since we live in Naples

Visited this area 2x weekly for following reasons: -enroute to 2nd St. Marina-Pacifica, Naval Weapons Station, HB, Bolsa Chica Blvd.-shopping-family & friends

Many times - for recreation, primarily.

Every other day at least.

I live in the area adjacent to SEADIP, but not within its boundaries. I am in the SEADIP area numerous times each week. I use this area for recreational purposes (walking, cycling), shopping, entertainment and restaurants.

Several times a week. Live on the edge of 3rd, 4th & 5th district. Southeast area is part of my neighborhood and I use it all the time to go to Belmont Shore, beach, Gem Grove Park in Seal Beach.

weekly

several times per week-bicycling-work

To drive to the freeway and acknowledge the birds and wildlife at the wetlands along the way. I park at In-N-Out and bird watch.

Daily. Marina Pacifica Resident

School, library, I mostly drive through this area to get somewhere else.

Many times-pleasure and hopeful thinking for wetlands development.

Numerous times. Shopping/restaurants. Recreation. Farmers Market

-DAILY TRANSIT TO #22, 405, 605 FREEWAYS FROM NAPLES.-3 TIMES A WEEK TO ALBERTSONS & TRADER JOES (SAME TRIP)-1 TIME A WEEK TO EITHER AMC OR UA MOVIE THEATER.-2 TIMES A MONTH TO HOF'S HUT.-2 TIMES A MONTH TO PARADISE CLEANERS, PETCO OR WHOLE FOODS (SAME TRIP)

Everyday. I am a local resident. How many different versions of the survey are there? In response to the question version 1.3-"The SEADIP plan was created 30 years ago and provided for low-rise suburban-type development. Do you think this document needs to be revised or updated?" This question is misleading and implies that the SEADIP plan only allows "low-rise suburban type development" when it also includes zoning for open space, industrial, commercial, retail, and residential uses. The City has publicly stated that the SEADIP plan is unenforceable and must be revised. The Coastal Commission has stated that the document needs to be changed because of coastal law/wetland issues. The City needs to provide the public with written information defining which sections of SEADIP need to be revised to be legally enforceable and which sections that are discretionary changes in zoning land use.

I live here. I shop here. I commute in and out of here 5-6 days per week.

Many times - I commute through that area.

Daily to visit friends, shop, eat, enjoy the area.

2 times per week. Purpose grocery shopping, car wash, gas, and fast food.

I live in Alamos Heights since 1962 and all my shopping and entertainment, etc. is done in this area almost daily.

Live there - everyday.

I live close by and drive past it on a daily basis.

Driving from freeway to local streets. Shopping at the excellent shopping and eatery areas within this map.

I live here in Belmont Shores Mobile Home Park

Live on Naples Island.

Almost daily travel PCH, Studebaker, or 2nd through this area.

Maybe 1 per week. 1) Trader Joe's, Von's farmers market 2) go through to Seal Beach/Huntington Beach

I usually visit the far southeast area a couple of times each week to buy groceries. A few times I visit to buy retail goods, food at a restaurant, or to see a movie.

Daily -everyday

A little dining - very little shopping - enjoying the few pieces of nature that are left.

Total responses to this question: 627

Question No. 3: What do you feel can be done to improve the far southeast area of the City?

Open Text Responses:

Improve the traffic patterns; lessen traffic congestion; improve foot, transit and bicycle mobility. Restore the Wetlands. Enhance the underutilized/blighted land uses.

Need more sidewalks and bike paths, like along Loynes and cutting through Spinnaker Bay (?) Must restore the wetlands area. More critical mass of quality retail. Maybe even some additional dense residential. But only infill, not on the wetlands area.

The City need to develop a comprehensive land use and mobility plan which accounts for all of Long Beach's growth. The City has been increasing density downtown with essentially no traffic mitigation. The traffic downtown will overrun coastal residential neighborhoods in and around the SEADIP area. The height, density, and development traffic should not increase in the SEADIP area. Restore the entire wetlands.

Keep the wetlands and restore them like Bola Chica.

Comprehensive, progressive urban planning by creative, capable professionals as opposed to compromised, committee-driven, watered down, uninspired, "let's make everybody just a little bit happy", missed opportunity solutions. Yes, get community input, but then put it in the hands of professionals and challenge the community to attempt to understand the long-range opportunities of this location. Such as an overhead pedestrian/tram bridge linking Marketplace, Marina Pacifica and the Hotel site, possibly taller, more elegant structures on the waterfront that allow more public-access open space, beautiful architecture instead of fake paste-on schtick.

Retain current SEADIP zoning regulations and prohibit any changes that would allow for high-rise or high-rise like structures including but not limited to signage and structures.

I feel that there should be better landscaping. Research the land area and put in plants that would survive in the area. It should be a place with very little concrete. A place for sitting, relaxing. If commerce is to exist, then the area around it should be architecturally appealing and creative. Planners and architects should not be afraid to think outside the box. If residences and businesses are to be put in, then there should be no changes in the zoning; height of the buildings should stay the same and not increase. High-rises are unattractive. High-rise buildings will make our city look like Marina Del Ray - overbuilt. Too much building also increases traffic and congestion. Long Beach needs to retain as much of its natural beauty as possible. We should maintain the integrity of our wetland areas.

The most important thing is to restore what wetlands are left. I see all kinds of wildlife in there even in amid the oil extraction mess. It could be beautiful open space for everyone to enjoy, like Upper Newport Bay is. The Seaport Marina Hotel is a bit of an eyesore. Traffic is barely tolerable at PCH and Second; I'm worried about over development.

Encourage only single family residences. Do not develop commercial, multi-use residential, or industrial. Redevelop only existing areas. Keep building height to a minimum, no high rise. Restore wetlands. Develop open spaces. Stop graffiti. Do not widen streets or make traffic flow easier because it will only create more traffic and ruin the atmosphere the citizens desire. Respect the area residents' opinions.

restore the entire wetlands area time the traffic lights to improve flow

I think the best use of the proposed Home Depot site would be for the city's parks, recreation and marine department to propose and construct a recreational facility to include softball and soccer fields. not as elaborate as the proposed "sports park" but a park that can accommodate the public while creating much needed recreational space.

Redevelop the hotel corner at southeast corner of PCH and 2nd Street. Include more parking at the other corners. Commercial/hotel/residential development on the northwest corner (around and behind In and Out Burger).

Landscape every street median. Pay people to pick up litter. Remove half of the bus stops. There are too many and they are a source of litter. Clean up the wetlands properties. I'd love them to be restored but at a minimum they shouldn't be constantly full of litter. Tear down that ugly SeaPort Marina hotel.

Clean up the eyesores The Bixby property and the Marina Seaport Hotel are a disgrace to the community and the city. Establish a wetlands zone on the Bixby property that would include walk paths, park like atmospheres with openings to the sea. This does not mean that surrounding properties cannot be sensibly developed. Fish, birds and animals have learned to adapt to human habitats.

Add another left turn lane on PCH at second st. Extend Studebaker around behind the Market Place and turn to PCH by the pumpkin patch. Tear down the hotel at PCH and 2nd. Put in restaurants at hotel site with dining facing the water.

SEADIP needs a major overhaul. This area has some of the most beautiful resources of our city, yet the area has been neglected and been allowed to degrade to its present state. With the upcoming renovations of Alamitos Bay Marina, it seems like an ideal time to re-envision the possibilities for the waterfront, wetlands, residential, and commercial properties that comprise SEADIP. Presently, the area is a disconnected mish-mesh of aging commercial properties, blighted wetlands/oil property, the marina, and gated residential communities. I would love to see more "linkage" throughout SEADIP that would make it more pedestrian and biker friendly. Now, for instance, if one needs to shop at the Marketplace and Marina Pacifica and Marina Shores, it requires getting into your car and driving to each location. Wouldn't it be great if these properties and the waterfront were somehow linked together (along with an appropriate redevelopment of the SeaPort Marina Hotel property) so that this part of SEADIP was a single shopping destination serving as the southern portal to our great city? Likewise, the preservation of the wetlands does not have to be at the expense of further commercial development--they should be able to coexist. People might come to this new "destination" to shop, take a leisurely hike through our beautifully restored wetlands, go to a movie afterwards, and then have dinner at one of the many fine restaurants. If the size of SEADIP proves to be too large for pedestrian activity, why not have "cable car" buses loop through the area--shuttling people and mitigating some of the current traffic problems. This vision for the area might require some pedestrian "fly-over" bridges for PCH and 2nd street. These could be landscaped, and would mitigate the current gauntlet of vehicular traffic that pedestrians currently face at the intersection. If it is at all possible, I would also very much like to see Studebaker Rd. connected from Marina Dr. through the outer edge of the Marketplace and reconnecting with itself at 2nd St. If that can't happen, I guess that the Shopkeeper Rd. option, around the edge of the Marketplace, would at least provide some traffic mitigation. Ultimately, there has to be some sort of balance between the strident anti-growth forces who don't seem to want ANY change, and commercial enterprises that want to squeeze out the maximum profit per square foot at the expense of our community.--David Masone

replace the marina hotel with a upscale shopping center

Reduce traffic congestion. Increase pedestrian access.

Loynes Drive is not nearly up to capacity, and could use significant improvements, which would help circulation in this area in general. I am also very supportive of the Shopkeeper Road extension, regardless of its impact on the periphery of the wetlands. Studebaker Road b/t 2nd Street and the 7th Street onramp also needs improvement. I also support redevelopment of the Seaport Marina site, the proposed Home Depot, and redevelopment of the Gas Lamp, Best Western sites. Otherwise, buy the wetlands!

Big time.....extend Studebaker to PCH.

Something has to be done about the traffic congestion.

possible recreational area. small upscale shops.

A development mix of residential and preservation of open spaces and nature.

Get rid of that hideous Seaport Hotel--what an eyesore. Or \*at least\* make the owners fix it up. One of the first things people see in Long Beach as they drive in from the OC is that hideous pink pile. Bulldoze it and make it a park--at least it would be an improvement.

Preserve open space and natural habitat with supporting education/access for children and others. Limit retail development and do some housing that includes units for low income families. Improve traffic flow with roadway and intersection improvements, as well as accommodation for bikes and walking pedestrians.

Entering the city of Long Beach from this area is nothing less than depressing. The area that is considered a "wetlands" is more like a "trashlands". How any wildlife other than rats can live in that area is astounding and the city of Long Beach should be embarrassed to call this a "preserve/reserve". Obviously the first thing to do is clean up the trash from the land and surrounding waterways of these protected areas and maintain that. Require the landowners of these areas to keep the same code standards that the surrounding residents must keep. Once the is done the area needs to be opened up to the public by creating informative walkways, like Bolsa Chica, so we can enjoy the beauty thereby value it and contribute to its longevity as an asset to southeast Long Beach. At present it is not an asset it's an eyesore and that must change.

Make entry into Long Beach via Westminster (2nd Street) more attractive. Clean up corner of PCH and second. Make wetlands into nature area with some but limited access as to not disturb wildlife - maybe a parking and viewing area similar to Bolsa Chica wetlands. Perhaps have Bixby land plant some kind of hedge material to hide oil wells. Perhaps Studebaker could be extended to PCH without upsetting wetlands and wildlife. Observation area could be accessed from this road.

I would like to see the Los Cerritos Wetlands restored. I would also like to see the Seaport Marina Hotel torn down and made into a low-rise resort-boutique hotel we could all be proud of.(yes, resort and boutique do go together...ask Conde Nast!)

Clean up, green up, restore, and beautify the open areas. Add better access for hiking or gentle paddling (no motorized). Add park areas. There are plenty of stores already.

BEAUTIFICATION... When you exit the freeway off 7th street we really need some landscaping (down 7th and the slip road to Studebaker as well). Along Studebaker the steam plant should be hidden behind beautiful plants. The wetlands should be retained, but beautified with hiking and bike trails going through. There needs to be a sidewalk all along Studebaker and 2nd street. The Seaport Marina should be a small, maybe boutique style hotel with small shops. We really do need a decent place for visitors to stay on this side, without them having to go downtown. No more residential... it's already very crowded. Traffic lights at PCH & 2nd MUST be synchronized with Marina Drive, etc. I like the existing height restrictions, I don't want to see anything going much higher. All the streets with medians should be beautified. Don't think we need any more shops, though if Loynes/Studebaker is developed, only small stores, nothing big like Home Depot.

1) Redevelop the wetlands; let's not argue what is wetlands - just look at your 1925 map - if it is undeveloped, it is still wetlands. 2) Limit commercial and residential growth (and redevelopment) to low/medium density. 3) Enforce design parameters that enhance open space and physical/visual access to water and wetlands. 4) Complete an area traffic plan so individual developers are not forced to fix every problem that ever existed prior to their project. If that includes shopkeeper road completion, you should avoid the fight over the wetlands encroachment and buy the necessary commercial property on the back side of the Market Place. Yes, it will be expensive, but it is possible that those costs could be non-monetary (i.e., allowing special development rights on the remaining property, trading city owned property elsewhere or, if you don't want to sell, providing a 50-70 year lease). There are ways to do this if you think creatively and talk to the owner(s) about what they value.

Higher end retail that is in Long Beach. To shop at high end retail one must go out of Long Beach. With so many higher income people living in that area, there should be higher end retail.

Traffic dispersion, wetlands restoration, maximize use of existing developed land improve waterfront connection.

Preservation -- to create & maintain a natural habitat, something greatly needed throughout the Long Beach-Los Angeles area.

As a main thoroughfare to Belmont Shore/downtown/beaches and boat launching, the traffic is extremely heavy on 2nd Street and PCH at times. The coordination of the stop lights at Marina Drive and PCH at 2nd Street would be a huge improvement. Preservation of the wetlands as an area for public enjoyment, similar to the Bolsa Chica wetlands. Discourage residential building.

1. Preserve the Wet Lands as stated in the Original SEADIP Plan. 2. Provide better water circulation for the wetlands by connecting the San Gabriel River with the Los Cerritos Channal. 3. Allow the Wetlands to flood according to the sea tides. 4. Develop the Wet Lands so that wildlife will increase their habitat. 5. NO Developing tourist / recreational opportunities. 6. NO Providing for a variety of housing types. 7. NO Attracting high quality retail. 5-7 create too much traffic congestion.

The wetlands should be preserved by being turned into a park with bike trails. The hideous pink hotel should be torn down and turned into high-end retail and condos.

Mitigate the increased traffic by widening PCH near Hof's Hut to add an additional lane. Also, time the stoplights so that traffic flows smoothly rather than backing up as it so frequently does now during rush hour. Force the owner of the existing oil production facilities to relocate their above ground wells to below grade well cellars similar to what is on THUMS islands. Then, remove the above ground pumps and piping and remediation and clean up all of the past pollution.

1. Move forward with the home depot. 2. make Cal Trans enhance the exit at 7th street. This a dump of an area. Orange county seems to be able to make cal trans fix things like this. 3. On PCH south to 2nd street west, create a right hand no stop turn lane, by acquiring some of the land on the corner. 4. do the same at the corner of the SeaPort Marina. 5. Allow the development of his property and do not cave to the NIMBY's 6. install center medina landscaping along PCH

Leave it as open space.

I don't feel there is anything the City can do to improve that area. At least as far as traffic is concerned. Adding residential units certainly is not going to help. I believe that is no longer on the drawing board. I would not be opposed to another hotel (WITHOUT residential units or more retail. We have enough of that around that area) at the same location as the current hotel. This area does not have a nice hotel. I have heard the leases for the Gas Lamp restaurant and Golden Sails hotel will soon be up. I have heard that another residential building is said to be going in there. What is the infatuation with adding more people to an already congested area? We do not need more people here. They will just add to the existing traffic problems in this area. We need to get people OUT of the area. Not bring them in. I live right in that area. It is near impossible to get down the street to Seal Beach in under 20 minutes. I was going to Ralph's in Marina Pacific a little while ago. As I was going over the bridge (just before Ralph's), I noticed traffic was backed up towards Loynes. That is ridiculous. And some people want to add more people to this area? I do not feel adding residential units is going to help. Neither is the proposed Home Depot. The city of Burbank nixed a Home Depot in a particular area because of the negative impact on the quality of life of its residents. What a novel concept. Actually LISTENING to the people that are going to have to suffer the consequences of these developments. Traffic is bad enough. Why does the city insist on making it worse?

Don't do anything to the wetland area. We enjoy all the wild life that make that their homes. No Home Depot! We don't need anything like that that will bring in more day workers to loiter at. Our home prices have gone down enough. I would like to see an upscale hotel and more upscale/ boutique shops. And more grassy areas and open spaces. I would not like to see it turned into what they have been doing to the downtown area with all of the tall buildings one can't see the ocean anymore. You almost forget it's there.

Preserve & restore wetlands, improve traffic flow.

1. Better traffic policing - red light running is becoming commonplace 2. Get rid of the eyesore Seaport Marina hotel. Let's be realistic and do something that helps LB. A change is needed. 3. Figure out a way to better integrate traffic flow control. CalTrans controls 2 & PCH. How can the rest of the lights be set to make things flow better at peak times and particularly on weekends. 4. Enforce the existing zoning laws. There are too many variances.

LEAVE IT ALONE AS MUCH AS POSSIBLE. THE ALAMITOS BAY AND SURROUNDING AREA HAS A VERY DIVERSE MARINE AND AVIARY COMMUNITY THAT IS EXTREMELY FRAGILE. NO FURTHER COMMERCIAL DEVELOPEMENT!!!

Restore ALL the wetlands. Build only on the area that has already been built on-- the Marina Hotel .

Improve traffic flow. I believe the additional signals in Belmont Shore can help improve traffic flow, but it does not appear that anything has been done to try to coordinate the signals during rush hour. There are still two intersections without signals where pedestrians can walk out and stop the flow of cars without consideration to how it affects traffic. If lights were installed at every intersection, AND if the signals were coordinated, there should be improved traffic flow.

Keep the old SEADIP plan.

We need development on PCH at the east entrance to our city that give a good impression of Long Beach and the special Marine facilities and events in Long Beach. The initial recommendations of the DeLong group was an excellent start which recognized we need to have Business tax income for the city and not just traffic for those going through to work and shop in other cities. The Wetlands preservation and the green park and strip of bike and walking paths to allow enjoyment of the wetlands was a good start. let's refine what they did and get the proper development with traffic mitigation that will help alleviate already existing problems

It is important that any development remain rather low-keyed. The city of Long Beach already offers many opportunities for shopping in large, national chain stores and I feel there is no need to bring in more of this type of development in this small corner of the city. It is also important that we do not encourage the type of development that would increase the volume of traffic. I would prefer that the southeast area remain mostly residential with even more opportunities for recreational and natural environment access. There are not many open area left in Long Beach, let's try to keep this remaining area as open as possible.

Allow visitor access to wetlands on paths, restore them, have naturalists conduct walks through them.

listen to and follow the wishes of the residents, not developers

1) Install a bike path along Studebaker Road that could connect the river path ending at UPE Park with the San Gabriel path to Seal Beach. 2) Permanently close the unsafe Loynes Drive to thru traffic's) Install sidewalks along Studebaker Road and along 2nd Street to Shopkeeper Road. 4) It would be great to have a bike path through Bixby Farm to Shopkeeper Road. 5) Re-time the traffic lights in the Iron Triangle!

Restore the wetlands. Don't increase traffic.

mitigate traffic by extending Studebaker through to Pacific Coast Highway in Seal Beach, improve timing of street lights particularly at the intersection of Pacific Coast Highway and 2nd street

Improve traffic flow. Provide opportunities for high end shopping so we don't have to give sales tax revenue to other cities. Have developers pay for road / infrastructure improvements.

I believe we should leave the wetlands as wetlands and improve them similar to what has been done to Golden West in Huntington Beach. The unused tank farms should be dismantled.

Traffic in and around Belmont Shores/2nd Street is impossible. The magnitude of traffic going through and the traffic looking to shop in the area makes it impossible to go through - especially on weekends and during the evening hours... There needs to be another way through/around the area besides using The Toledo and Broadway to "skirt" around/through Belmont Shore and Belmont Heights.

ease traffic

Restore the wetlands, create more bike lanes and pedestrian-friendly walkways, and encourage small development with locally-owned businesses.

I like the low profile it has right now. I don't think creating multi-use construction similar to the Downtown area would improve it. Unfortunately there is not a lot of unique character in the area as it is mainly strip-malls

Improve traffic flow. Increase green common area.

More public parks, bike paths, walking paths

Tear down the Seaport Marina hotel and add housing and small shops and a park. Tear down or re-purpose the Gas-Lamp restaurant-bar. Make the intersection of 2nd and PCH less congested by allowing cars to enter Marina Pacifica mall through the Albertson's parking lot, and allowing cars to turn left into the mall from PCH in the turn-bay.

NOT build house or retail.

Stop further development to preserve wide open spaces that add to the enjoyment of visiting the area, especially for sightseeing and biking. The wetlands give the area a rare chance to appreciate nature in the city. This area can become even more unique by emphasizing nature, and not fit the pervasive norm of squeezing down open spaces for the sole pursuit of economic advancement. We should find alternatives to economically benefit from natural preserves, as they attract tourists, biologists, and younger generations who already have limited access to nature.

Improve traffic flow at PCH and Second Street. Ensure that development includes open spaces. Provide an attractive gateway to our city.

Restore the wetlands and provide office space. More parks and open space. Retail has had an adverse impact on the area. The so-called "WOW" store, for instance, walled off the Marina so that it could not be viewed, to provide space for large chains that did not benefit in any way from the location on the water. The traffic is grid locked at the corner of 2nd and PCH, and I feel I take my life in my hands every time I go thru it. The bridge cannot be enlarged, and the City needs to consider real solutions, such as a Tunnel under the Bay, or a Ferry. The density of this area should not be increase. The restored Wetlands would attract tourists without increasing density beyond what the area can handle. NO MORE RETAIL !! We don't need it. We don't want it. We don't want additional housing unless the traffic conditions are dramatically improved and 5 are not priorities. We would much prefer the old SEADIP plan.

Nothing need be done. This area is just fine!

The primary thing that needs to be done is to restore the Wetlands -- this is a large area of land and water, and desperately needs restoring. The oil operations are ugly -- the current owners do not honor the wetlands, and seem to do everything they can to make this area ugly and uninviting. The Seaport Marina hotel needs to be rebuilt into a low-rise, landscaped, desirable hotel. Other commercial areas could use new facades, but again this needs to be low rise with lots of landscaping. Traffic needs to be handled better. Protected bicycle lanes need to be put in place to encourage bicycling. Sidewalks and paths need to be put in that are attractive. Shuttles and buses should have attractive stops.

Place a major emphasis on the restoration of the Wetlands. By doing whatever needs to be done, get a clear and factual delineation of the extent of the wetlands and stop all destruction of, encroachment on, and development of wetlands.

restore and preserve ALL wetlands require any new development to fully mitigate traffic and congestion.

Restore the wetlands, purchase land from Dean and create a urban/wildland interface where people can view and appreciate the natural aspects of the city. Better bike lanes would help and more recreational space. Utilize the open space and clean up the not-so obvious pollution: light pollution (turn off bright store signs after 11, mental pollution (no large billboards) and noise pollution (plant native trees along the streets). Also, we could have more creative sidewalks. Those that are permeable surfaces; I believe it is cement laid out in a latice fashion with grass growing within.

Buy all the private land and make it into a multiuse facility for public recreation, ecotourism, and wildlife sanctuary. A trail system that connects the communities of University Estates in Long Beach and Seaport marina and West seal beach would reduce car traffic and increase public health. Any under utilized industrial areas should be revamped and made attractive, but not into over ambitious commercial areas. PICK UP ALL OF THE TRASH THAT LINES 2nd St, PCH, STUDEBAKER, & LOYNES.

First of all, force the property owners (Bixby, etc.) to clean up their sites in conformance with city and state laws. Why should the city be responsible to clean up private property. Next, improve the freeway access on and off ramps on Studebaker Road which will benefit thousands of East Long Beach residents. Create a wetlands park that meets the coastal commission laws, follows the current SEADIP plan, and would benefit all the citizens of Long Beach. Develop low-rise high end retail along PCH and a small, high quality hotel that is much needed in the eastside.

We need to take pride in our city. Our roads and parking lots need to be repaved. The traffic is getting worse by the day and Sea Port Marina Hotel is an embarrassment. Let's improve the quality of the area by restoring the wet lands, improving our infrastructure. We DO NOT need more housing in this area.

More retail. Retail provides tax dollars to the city. The city is in a financial crisis. Sales tax dollars are paid by all citizens. The city seems to levy property owners for all of its needs. A Home Depot, with restaurants and stores on Studebaker would improve the appearance of a blighted area as well as provide the city with significant sales tax dollars.

Clean it up! It's an eyesore! Build homes/condos with park-like setting. Parking and congestion need to be addressed. The space is now a blight on our beautiful city and an embarrassment.

Nothing.

Nothing.

better police protection and crime prevention

Preserve and create open spaces, improve seaport marina property, restore los cerritos wetlands, resolve traffic issues, restore colorado lagoon

I love the Southeast area of Long Beach. With the Marketplace, Marina Pacifica Mall, and the new area of shops between Marina and PCH, we have a multitude of shopping. Of course, Belmont Shore will always be the anchor for this area. I think it is very important to retain and improve the open space wetlands that exist along Studebaker. The congestion to get to the freeways is bad enough, we do not need any more retail in this area. I love getting off the freeway and looking out over towards my home, seeing the occasional hawk, egret and blue heron. What is missing is a high-end boutique type hotel to replace the Seaport Hotel on the corner of PCH and 2nd. I am always at a loss as to where to send my guests for an overnight stay. I usually send them to Seal Beach, but that is not ideal. I envision something Mediterranean, with a fountain, bougainvillea and views of the Alamitos Bay Marina boat masts from inside the hotel windows for guests to enjoy. Perhaps at the most southern end of the Seaport property some loft Condo's could be built, with a museum housed underneath. Or, better yet, a KIDS MUSEUM, that incorporates the ocean and other Long Beach jewels like the Queen Mary, underneath the lofts, as it is such a large space.

Would like to see: Underground utilities in Naples Improved traffic flow in Davies Bridge area Beautify, restore wetlands Improve appearance of East entrance to city

Improve the environment, reduce pollution and congestion

The areas facing Westminster Blvd from PCH as far as Seal Beach Blvd, and Studebaker from Westminster to the freeway entrances are absolute eyesores. The power plants add to the general blighted appearance of the entire area which serves as an entrance to the Naples, Belmont Shore area. It is truly ugly. If these areas are to be retained as "wetlands", something must be done to block the view of such a mess. Could the power plants be "dressed up" much as the oil islands in San Pedro Bay have been to ease the horrendous visual impact they create? This area is just plain ugly at this point.

Traffic would be one area that needs improvement, I would expand the capacity of PCH to handle twice the present load

AS THE GATEWAY TO OUR CITY FROM ORANGE COUNTY WE NEED TO IMPROVE THE ACCESS TO 7TH STREET FROM THE 405 AND 605 AND STUDEBAKER ROAD. ALL ROADS AROUND THE WETLANDS NEED TO BE REDESIGNED BEFORE ANY MAJOR DEVELOPMENTS ARE CONSIDERED. A REVISED SEADIP PLAN MUST BE COMPLETED FIRST

Improve the traffic situation at Pacific Coast Highway and East Second Street. Limit the mass of new projects as well as the number of new projects.

the wetlands with the oil wells are ugly.

Limit big developments, restore the Wetlands, ease traffic congestion.

Preserve wetlands. No new construction in that area...Keep

Restoration and enhancement to the degraded areas of the Los Cerritos Wetlands complex, most importantly the slough, in addition to upholding the provisions of the Clean Water Act, along with other laws that SHOULD protect these wetlands. This area needs to be monitored and the environmental laws need to be policed and enforced to prevent further habitat degradation and illegal polluting.

The most important priority in my opinion is preserving existing open space. I would also like to see safe bike lanes.

The greatest concern is to improve traffic flow through the area. On a daily basis, I am witness to the congestion of 7th street in either direction and numerous accidents that occur. I feel that commercial traffic, particularly container trucks and large rigs, should be rerouted off of 7th street. Pedestrian and/or bike access should be part of the wet land and water front development, so that the area can be better enjoyed by residents and be a learning experience for all. The greatest concern being given to the Wetlands and the environment.

There is extensive pollution at the oil sites and they are an eye-sore. I support the Home Depot Shopping Center. I am opposed to the Lennar Seaport Marina plan although I support a change to residential for the Marina. The 2007 SEADIP Task Force recommendation should retain residential/food/retail, changes in FAR, and set-back/zone change recommendations. The recommendation should change to include 3 story maximum height, advance traffic planning, and developers required to follow City traffic plan.

Limit over-saturation of new residential building that will exacerbate already problematic traffic congestion. Restore and maintain the wetlands and Colorado Lagoon areas to create a better environmental balance in the area and support needs of migrating wild and local birds.

create more parks and outdoor areas. expand farmer's market. create more visual appeal in terms of open space, perhaps with walking and biking trails, and things that mitigate the traffic noise. no more big box shops. would only welcome boutique-type retailers. we have enough chains in the vicinity.

This is the southeast gateway to our city. It is shameful that the city has allowed the property owners (first Bixby and now Tom Dean) of the parcel of land between Studebaker, Loynes, 2nd Street and PCH look so shabby for so many years. There is constant trash around the area and the fencing is a mess. These lands should be converted back into wetlands with walkways for viewing wildlife. This is the last natural open area left in Long Beach and it should not be developed and covered with strip malls or cement. Furthermore, the traffic around this area is extremely congested already and there is no way to expand the current road or bridge structure. Long Beach needs to follow the example of it's neighbors to the south and re-constitute it's wetlands by first delineating them and qualifying them so that the Port of Long Beach will give money to these wetlands instead of Bolsa Chica (namely \$10,000,000). There is a very beautiful and viable solution to fixing this eyesore area of Long Beach, and the money is available. The only thing standing in the way is the city's refusal to accept that this area is authentic wetlands.

Remove oil derricks, clean up and restore wetlands/natural wild life habitats. perhaps provide some walking trails with minimal interference with natural habitat. It's great to have an area that is free of development.

More parking so Long Beach residents that don't live in that area can also enjoy the waterfront.

Demolish that big pink motel and install a green space for shore birds nesting site.

Better traffic flow

1.) Improve similarity of land use . Have transition areas to different purpose and use areas. 2.) Make best use of the water as a part of the environment and an attraction. It can help us heal the environment along with providing enjoyable attractions and places to live. 3.) Make land uses similar, eliminate / limit industrial, use architecture and landscape to conceal industrial if necessary, eliminate seedy motels along Pacific Coast Hwy and 7th Street (all the way to the Traffic Circle). Use this land for higher density condominiums. 4) Eliminate the hotel on PCH & Second. Use this land for upscale retail, restaurants, and tourist destinations. Revive the marina. 5.) Maintain wetlands, create beltways, incorporate landscape that heals the environment, create park like bike paths and walkways not impeded by traffic, and incorporate housing . Use Irvine City as a model / River walk-like shopping areas. 6) Shopping areas must have major anchor stores not just small shops. As a resident, the downgrading (Sears? only) of the Los Altos Shopping Center left me nowhere to shop. I now go to Westminster Mall or South Coast Plaza. 7) Improve accessway on 7th street to the 22 fwy.

Keep big box stores and other large commercial development out. Maintain 35' max height for all commercial development.

improve traffic flow.

leave it alone!

Eliminate the unsightly oil production leftovers and create a unified look to the area including green space.

Improve flow of traffic. More park areas

Get rid of the Seaside Hotel. It's an eyesore. Add a park or some green area into the new plan. This could be incorporated with housing/retail, but the key is to make it low-impact and fitness friendly.

Replace Seaport Marina located on SW corner of 2nd and PCH.

Where Seaport Marina Hotel is, I would like to see an upscale hotel. Behind In & Out Hamburgers, how about a park? Not many (none) large parks or rec areas in that area.

Nothing! Leave it alone, do not give developers a windfall by changing the zoning codes. Doing so makes developers more money and causes more hardship (traffic, pollution, etc.) for residents.

More open space and park lands, less traffic, we have enough commercial.

Redevelop Seaport Marina hotel into premier boutique hotel, If feasible, extend shopkeeper road to mitigate traffic, and preserve all other areas for wetlands.

location, location, location

Improve the corner area PCH and 2nd Street where the hotel is. Very unsightly. Most importantly, purchase and maintain the wetland area for wildlife habitat.

Promote wetlands restoration, keep politicians, soliciting, and developer contributions under tight reigns, and improve traffic flow without significantly increasing amount.

We like the LB current SEADIP

Leave original SEADIP

Horrible

No change

Solve the heavy traffic problems, i.e., PCH & 2nd St for example

no more condos, work on the wetlands to bring more birds, etc. back. No Home Depot, The three pieces of property that were recently sold to Thomas Dean are designated as Bird Refuge for bird watchers and wetlands. Do not try to build on them!

Develop of wetland, no commercial use.

Preserve this area we don't need anymore development.

Preserve as much area as possible for wetlands. We have already destroyed 98% of wetlands in Long Beach and two-thirds of all species of ocean fish spend the first year of their lives in wetlands. Additionally, the city needs to invest in efforts that provide higher paying jobs for people, not more retail; and not in areas where wetlands can be restored. Developments in SEADIP area need to be minimized; traffic is already horrible.

This is an opportunity to make the area beautiful and solve traffic and access problems.

Clean it up and restore open areas.

Leave it alone.

More park, walking area, area to put small boats into the water.

The blighted buildings need to be removed and start over.

The hotels need improvement, both the Golden Sails and Seaport Marina. The wetlands need to be preserved and cleared of any debris. Traffic needs to be improved. What a mess that intersection is.

It is the ugliest part of the City. If it is a wetlands, it should look lush/green/natural. I would prefer condos, shopping and nightlife. The area could bridge LB to Seal Beach and north Huntington Beach. Long Beach needs its own mall.

Limit "McMansions" and slow development. Restore wetlands & try to keep traffic congestion down.

Why does it need to be "improved"? I think this area is a breath of fresh air for an over developed, horribly congested area. The only improvement I think is needed is walking trails through the wetlands.

Improve hotel at 2nd and PCH redevelop property. Open Home Depot.

Renew-revitalize-replace the pink elephant motel at the corner of PCH & 2nd., Landscape the areas adjacent to the oil rigs with large trees, etc., to camouflage this urban blight. Make the oil company's pay for same.

Clean it up

Clean it up

Clear unsightly weeds/debris from open fields, remove and rebuild motel/hotel at 2nd st. and PCH parking area unsightly entry to City of Long Beach, Tree planting along street, connect shopkeeper way through to Studebaker.

develop the "tank farm" property.

Slow growth and road repair.

Rather than a hotel, make the SE corner of PCH & 2nd into sorely needed senior housing a whole campus of ? and its services to seniors residing there.

Remove oil wells, create park center or leave alone

More attractive street landscaping. Consult Newport Beach, they get it right. Architectural standards for retail and residential construction, demand use of high end finishes/exteriors to avoid the Pike debacle again see Newport Beach for guidance.

Put in Wetlands and structures that would be enhanced with the wetland preserve like a boutique hotel

Wetlands

Reopen Colorado to PCH, improve quality of wetlands between Loynes and Westminster, PCH & Studebaker. It's the worst blight in area.

Build more shops, restaurants, condos and Home Depot so we don't have to give OC our tax dollars.

I feel the existing area which is currently the SeaPoint Marina Hotel could be greatly improved and updated. A newer hotel, with nice restaurants or boutique shops would be a valuable change. I believe the area currently not developed where the Home Depot is being proposed, also is an area that visibly could be improved. I am not apposed to development in that area if appropriate traffic plans are considered. Idea: challenge builders/dvlprs to construct new plans which aid our environment, green products, walking, bike paths, etc.

1) developments with a lot of common use areas, parks, trails, basketball and tennis courts 2) improve and widen roads to handle increased traffic flow

keep the low density

Let a developer rebuild the Seaport Hotel as a hotel by only w/plenty of parking. Clean up the area some refer to as wetlands. The area could even become a park, It wouldn't be the end of the world if a home depot were at Westminster and Studebaker.

Restore wetlands with trails and observation areas. Don't do anything that will result in more traffic.

Deflect gridlock, deflect any increase traffic, increase parking in the shore, more minutes for less money in parking meters, increased traffic enforcement in shore for moving violations and dangerous driving, keep our wetlands and wildlife sanctuaries preserved.

Put in the Home Depot, get rid of the ugly tanks, disguise or eliminate all the ugly oil stuff and make it a nature area we can visit and enjoy.

Low density sales and housing.

I'd like to see Studebaker extended to PCH.

Save the wetlands. Allow for no further encroachment on preserved areas. Reduce traffic flow. Don't allow large commercial development to destroy current character of area as wetlands with light retail/entertainment area. Returning/restoring wetlands would draw tourism to the area while achieving minimal impact to the area and area residents.

Horrible traffic conditions exist now. 7th st Bellflower Ave. PCH a travel nightmare.

I'm not sure.

Make a decision about what kind to leave as a natural preserve and which to develop. The oil operations look terrible and hamper the natural beauty of the wetlands. If some of the land is to be developed, clear trade-offs for revenue to the immediate community preservation should be quantified.

Restore the wetlands, no Home Depot, No high-rise structures, no increase in traffic.

I like the idea of condos where the hotel is on 2nd st/PCH, but it should be affordable rather than high end and City support to purchase of them.

Library, concert hall, Mexican restaurant.

Improve the quality and appearance of some areas. (Seaport and Golden Sails, Oil Fields); improve traffic flows but maintain small neighborhood feel. No high rise offices or condos development.

Do anything it takes to make this a beautiful entrance corridor. Right now it looks awful and I am tired of people saying this must be a not very good part of town.

Maybe some really low impact, easy does it development that fits in with the coastal ambiance. Low rise offices and condos, already have plenty of places to shop. And do something nice and nature oriented with the wetlands area.

1. Preserve and restore wetlands. 2. Open a channel to Colorado Lagoon. 3. Limit height on new development. 4. Insist on traffic mitigation for all new development.

Upgrade the look, setbacks, landscaping, and start over.

The existing retail spaces do not attract upscale businesses. The horrific traffic at 2nd/PCH at certain times of the day make shopping/dining impossible. I got stuck in the Marina Pacific parking lot on Friday at 5 pm and finally sneaked around Hof's Hut to exit at the signal from the Albertson's parking lot. The exits on PCH were at a virtual stand still.

Leave the wetlands.

The beaches need tender loving care. The flow of trash down the rivers and onto the beaches needs to be eliminated. The city does a good job of removing the trash, but is inexcusable to start with. The shops/restaurants could use a facelift. I shop in Orange County.

We need improved traffic circulation, PCH & 2nd st and 7th and PCH.

Clean wetlands. Tear down hotel, needs traffic improvement. Wetlands hotel.

Quality, well designed, development and beautification.

Restore and protect the wetlands. Engage in a minimum of commercial development. Avoid building cheap housing.

Would love to see development halted, would love to see a major wetlands.

Extend the Davies Bridge to Studebaker.

Take down the tanks, develop area with trees and other plants, bike paths, some benches. Rezone for some commercial business, restaurant, and some offices. Reestablish and enhance wetland areas.

The wetlands must be defined and be limited for future preservation. No high rises should be allowed to block the view of the coast or of the wetlands.

remove breakwater replace roadways - especially 7th St. Fine for littering

Clean up the oil properties along Studebaker & 2nd. Bern up and landscape the sides of the roadway. Extend Studebaker through the pumpkin patch to PCH.

Economic/Environmentally friendly development.

1. Reduce traffic congestion on 7th st & PCH; 2. add nature trails; 3. add multi use parks, such as pixie woods in Stockton, CA (there are no swings at the Colorado Lagoon and no shade n soccer park)

Develop area, we need it

Leave as is or restore wetlands

Priority should be given to restoring the wetlands, providing Long Beach with an area for our children and grandchildren to observe nature. We have enough commercial development in the general area.

I like the idea of a retail center at the "Tank Farm" e.g. Home Depot. I do not favor more restaurants necessarily. The condo/retail proposed by Lennar looks attractive to me. Traffic is part of urban living and should be accepted by all. East Long Beach is not a gated community as a whole (pockets yes) people who deserve minimal traffic are thinking suburban.

Revitalize this area, allow more tourism, provide more shopping opportunities such as Home Depot and redevelop the hotel on 2nd st and PCH.

I would like it to be used as wetlands.

Replace Seaport Marina Hotel with a new development.

Protect the wetlands. Do something about the traffic. Don't do anything to make it worse. Retail should be tasteful and no more than two stories. No big box stores. Restore our beaches-no breakwater!

get rid of those disgusting oil wells! The area around PCH (Golden Sails Hotel) is disgusting.

Razing the Seaport Marina Hotel with a mixed use retail and condo development. Clearing the unused tank farm for/with sensible development. Attaching Studebaker to Pacific Coast Highway to alleviate some of the traffic on 2nd street and restoring some of the degraded wetlands such has been done in Bolsa Chica.

Make the wetlands public. Restore the wetlands and build walkways and bike baths so the public can enjoy them. Purchase the land with the tanks and clean up for wetlands, or let the power company buy them for a solar facility. Give Seaport Marina a facelift. Take down the WOW tower in Marina Pacifica. Improve bus service to the area.

Preserve all remaining open space. Restore the Los Cerritos Wetlands. Install a solar power facility instead of the proposed Home Depot.

fix it up. The Seaport Marina hotel is a dump.

The wetlands that have been degraded by oil production should be restored .

Restore the area as a wetlands

TRAFFIC FLOW !!!!!!!!!!!!!!!!!!!!!!!!!!!!!

The acreage covered by The Los Cerritos Wetlands Trust must be conserved as a biological reserve or state park much like the Bolsa Chica wetlands for future generations. Since the City is looking for every cent of retail sales tax revenue it can get, it needs to be developing the land at the Douglas Park site into industrial retail purposes only, rather than the proposed housing development it's considering. The Douglas Park property is perfect for light industrial, and quality living wage jobs, which is what the city should be focusing upon.

I think the wetlands could be restored and parks made in the areas where there are storage tanks and the motel.

Clean it up and make it an accessible wetland, eco-tourism location. Follow the example of Bolsa Chica in Huntington Beach.

Protect it! The wetlands are vital to healthy bird habitat especially. Please restore the wetlands so our children can enjoy the green space.

we need a better entrance to our city. replace the aging hotel with a hotel/shopping area. either screen parking, or move it to the water side of the property. open the shopkeeper road area to allow some of the traffic to move through the area that way, rather than all on PCH

Restore the wetlands and any other land for wildlife or parks.

The open space area of the wetlands needs to be protected, improved and enlarged. The traffic congestion problems need to be addressed as this is a major route in and out of Long Beach from Orange Co. and for shoppers visiting the area. The low-rise requirements need to be enforced because this an area of the city with beautiful views of both the mountains and the ocean which can be a draw for tourists. Any new commercial development needs to address the traffic congestion, appropriateness of the architecture for the coastal area, and the environmental issues involved in preserving the wetlands. The wetlands are an essential part of the natural cleansing process of the ocean tides, and as a habitat for birds, sea life, and marine plants. It needs to be protected and could become a draw for environmental tourism if done properly. We should look at the role model of the Bolsa Chica Wetlands, which was a hard-fought victory for preserving the environment.

Wetlands restoration Use studebaker/loynes industrial site to house a Marine Biology Research center in conjunction with CSULB

Gradually remove oil field operations as reserves are depleted. Set aside the remaining undeveloped land for perpetual use as: -- Open space to preserve wetland and adjoining lands-- Wildlife habitat-- Nature trails (ala Bolsa Chica)

it needs to be restored as a wetlands reserve, nature park or just left open, not developed any further. the businesses in this area are all struggling to survive, it is not a good place for business, it is a great place for nature and allowing the wildlife to have access to the wetlands. we need more open green space in long beach.

More green spaces, more wetlands -- the nursery of our ocean and a critical part of the west coast flyway, healthy Alamitos Bay with water quality that is the envy of So CA, height limit to no more than 3 stories (not three and then some -- just three), timed traffic lights

preserve and restore wetlands and naturals areas...recreation

Remove the Seaport Marina hotel and replace it with a combination venue that could attract both visitors and residents. Increase development of wetlands, particularly along the Cerritos Channel.

Use the undeveloped areas as mixed recreation and wildlife refuge with appropriate landscaping - mostly natural. Provide wildlife passage across 2nd and PCH. As for traffic movement: so far, I can live with it. I can't dream up a good solution.

Restore the wetlands to their true beauty. Provide opportunities for low impact recreation in the area including biking, hiking, birding. If building must be done it should be low rise and take advantage of the beautiful surroundings.

leave what's left of the Wetlands alone--no more building, widening of roads, etc. Just leave it alone

Maximize, restore and preserve the existing wetlands.

I have been a resident of southeast Long Beach for more than 25 years and I feel that congestion is the greatest treat to the quality of life in this region of the city. For that reason, I would like to see the city veer as far away from additional development in this region, be it residential or commercial.

restore wetlands, minimize traffic and development

develop the wetlands. No commercial use

Save everything possible in park land and open space. Provide more public transportation to the area (that is fairly easy to connect with). Traffic is bad in and out of there, but more roads will just encroach further on the natural areas and encourage more people to try to live there. I would like to see it be more of a place to visit and then go home. If there were more park land and public transportation, maybe there could be a place for outdoor concerts. Pasadena made a place like that in a sort of derelict park. I've been there to a concert because you can get there on the Metro rail.

1. Improved traffic lanes, for example longer turn lanes at major intersections in the area( PCH and 2nd, 7th and PCH, ect.. 2.Plant more trees on the street/ medians3.improve access, signage and add some paring for the wetlands.Add a traffic cop at busy times for 2nd and PCH.. this intersection really needs help. 4.Place trash cans at the bus stops in the area.

Restore the wetlands, centralize oil operations.

Need preservation of and access to wetlands portions.

Improve traffic flow.

The primary thing that needs to be done is to restore the Wetlands - this is a large area of land and water, and desperately needs restoring. The oil operations are ugly - the current owners do not honor the wetlands, and seem to do everything they can to make this area ugly and uninviting. The Seaport Marina hotel needs to be rebuilt into a low-rise, landscaped, desirable hotel. Other commercial areas could use landscaping. Traffic needs to be handled better. Protected bicycle lanes need to be put in place to encourage bicycling. Sidewalks and paths need to be put in that are attractive. Shuttles and buses should have attractive stops.

Keep the old SEADIP plan.

Improve traffic flow. I believe the additional signals in Belmont Sore can help improve traffic flow, but it does not appear that anything has been done to try to coordinate the signals during rush hour. There are still two intersections without signals where pedestrians can walk out and stop the flow of cars without consideration to how it affects traffic. If lights were installed at ever intersection, AND if the signals were coordinated, there should be improved traffic flow.

I strongly urge the City to allow nature to become the star of this project. Restore the wetlands. There is no place else in the City of Long Beach where we have a hope of ever bringing back a wetlands area. Daily on my walks, I see a handful of birds, coyotes, snakes and lizards trying to eek out a life on this degraded land. It is all they have left. Progress won't stop, but we can stop to protect wildlife and nature. I can't imagine anyone in Newport Beach ever bemoaning the fact that the Back Bay wasn't paved over. Wetlands add more to our community than any building project ever could. Any development on the outlying areas of the wetlands should be designed to have minimal impact and bring minimal traffic to the area.

Restore the entire wetlands back to their original state. There is no need for human edifices yet there is a need for the city to provide more nature for everyone and everything. Human have taken too much already from the planet.

Restore the wetlands. Or just get out of the way and let volunteers do it.

Traffic mitigation, restoration and protection of Los Cerritos wetlands, banning any future development on or adjacent to the wetlands, improved bicycle lanes.

Restore as much of the wetlands as possible. Have park, recreational land available, especially for walkers, runners, and bicyclists. Keep as much greenery as possible with water inlets.

Improving, restoring and protecting the wetlands and preventing unnecessary development is vital--

Preserve the wetlands as they are, increase tidal flow into the area, and maximize the habitat for birds and fish.

The wetlands need to be restored and the last of the oil fields retired. There should be no more retail shopping areas built in the area as there is plenty of that already and it just leads to more traffic. The traffic problems need to be addressed. A wetlands park would be ideal.

bike paths fix seaport marina it is an eye sore all turning arrows should come on after light turns red instead of before this way they have green and when light turns red, instead of creating a hazardous situation by going on red, they get the arrow and it clears the intersection the marine stadium should be more people friendly for walkers and riders in residential neighborhoods, speed bumps to slow down erratic drivers

LEAVE IT ALONE! Clean it up, restore the wetlands and native plants, etc. but DON'T DEVELOPE IT.

This area physically, environmentally, and as a haven for a wide variety of bird life is unique in Long Beach. It must not be compromised. We may look to intensive residential and commercial development downtown and probably in the North Long Beach project area but that should not be the case in the southeast area where the estuaries that attract birds (migrating and otherwise) have no counterpart in the city. Each area of the city needs to be respected for its unique characteristics.

widen streets, preserve the beauty of the open spaces, make it a place where people will walk and enjoy the life that exists all around us plant trees, make a route to walk or bike , make it enjoyable to look at.

Make the open-space areas more accessible to the public, enhance and protect the natural resources there

keep the wetlands a natural place ---- no building

Better traffic flow

Keep this area as undeveloped as possible and restore the wetlands before our children forget what nature looks like!

With all due respect to the wetlands, continuing Studebaker rd. through to Pacific Coast Highway would vastly improve the traffic flow.

Restore wetlands, limit development.

Less construction, more open space/wetlands preservation

restore the wetlands and provide better access

IN reality to improve the wetlands will require development to pay for the restoration of the wetlands. Responsible development needs to occur, we can't expect that the City or the wetlands authorities have the capability financially to pay for the restoration and long term maintenance of this area. It is a give and take with the development community, but that is what it will take before we see a restored wetlands, which is now basically a junkyard for trash and the homeless.

Not put in any more development; retain the height restrictions; no greater density; solve traffic problems and restore ALL OF the WETLANDS as a nature preserve. No variances should be allowed once the new SEADIP is adopted by the Council, Planning Commission and CA Coastal Commission.

It is a real eye-sore....and a terrible 'welcome' to Long Beach.

- The City should purchase Bixby Ranch and develop the wetlands.- The City should allow demolition of the "tank farm," and enable some sustainable development - such as a business park! - there. - The City should enhance the biking options that exist in this area, providing a link from Channel Park bike path to 2nd Street bike path via a Bixby Ranch thruway.- The City should replace the Studebaker traffic bridge with a bigger, six-lane version.

Restore as much of the natural wetlands areas to their natural state, while providing limited human access, primarily through nature areas and bike paths.

Save the wetlands. Do not allow variances that dramatically alter the character of the area.

Develop the area with single family homes and green / water space for public enjoyment.

The most important item I can think of is to decrease traffic congestion at the intersection of PCH and Second St. One way to do this might be to extend Wardlow Blvd. due south and have it intersect with PCH at or near the county line. This might cross over some of the proposed wetland restoration but it could be done in an environmentally sensitive way, perhaps by raising up like an overpass. In addition, no further commercial or residential development should be allowed. The area south of Loynes and north of Westminster between Wardlow and PCH should be fully restored and include removing the Golden Sails Hotel and the trailer park behind it.

Commercial development appears to be overdone resulting in traffic congestion and parking problems. Restoring the wetlands and cleaning up the mess left by oil extraction operations would significantly improve the appearance of the area, be good for the environment and not result in additional traffic congestion.

As a person deeply interested in nature I would like the area to have less concrete buildings and parking lots and more park like open areas.

Restoration of the wetlands and consolidate oil drilling operations to make them less unsightly.

Redevelop the area where the ugly hotel on corner of second and PCH stands.

First movement of traffic at a terrible corridor, the crossing of 2<sup>nd</sup> Street and Pacific Coast Highway. Also the traffic at the intersection of Pacific Coast Highway and 7th Street. That intersection is absolutely terrible, any embarrassment to the city to have such a ridiculous corridor where you have the college, the hospital, and PCH all dumping into the 7th Street corridor.

GET RID OF THE PINK MONSTER! Clean up the wetlands, provide a more attractive gateway to our city.

First, connect Studebaker directly to PCH. Second, visually and physically improve the 7th Street - 405/22 connection. Third, consider retail, residential and open space improvements to the area

Allow development of the non-wetland areas. DON'T force restoration to an ancient land use. If we do that, where do we stop. If it's not wetlands now and hasn't been for fifty years, then allow development on it.

Improve landscaping of entire area. More high end retail. More frequent trash clean up along roads, etc.

Demolish the Seaport Marina Hotel and replace it with a grander, modern hotel featuring some greenery and gardens. I believe this would help make the Marina more of a destination for visitors. It's the perfect spot for a NICE hotel where visitors can walk to dining, shopping, Naples, Belmont Shore, the Marine Stadium, or the Marina, itself. It would also be an asset to have a NICE hotel where local residents can refer their visiting families and guests. It would be nice to see upscale (not box store) retail in the existing Pumpkin Patch area.

Start implementing the plans already in process and stop with all the bureaucratic nonsense.

SAVE OUR NATIVE, PRICELESS WETLANDS!

Cosmetic improvements for all buildings. Removal of "pink hotel" and replacement with useful retail. Improve traffic flow

upgrade the Hotel at PCH and 2nd street perhaps a high end hotel with shops underneath something Ritz Carlton or comparable

Retail...quality developers given the opportunity to invest and develop projects that are multi-use, 21st century, regionally attractive...model after successful work done in other So cal leading retail/multi use projects...do not nickel and dime...do not kill momentum with gadflies

Tear down the Marina Hotel and put NOTHING there...maybe a park. That intersection - PCH & 2nd Street is a nightmare now. If Retail and condos were to go in there, the gridlock would be impossible.

Protect the wetlands. Protect our neighborhood lifestyle - we love walking and riding bikes with the kids over the Farmers Market but the traffic is already getting too heavy. Limit traffic by not adding big box stores or high traffic retail. Keep Long Beach unique - people like to visit a place and find something different....You can go to Home Depot anywhere :) ! I understand that we need taxes, but lets get creative and come up with some kind of outdoor based facility that can increase revenue without bringing in tons of cars and delivery trucks. What about putting in a rock-wall, a bird walk path, a more permanent installment at the Pumpkin Patch which involved fun outdoor activities for families or a daily farmers market? What about an amphitheater and park at the pumpkin site?

Redevelopment of the Seaport Marina Hotel and new housing or mixed use development of the land east of Trader Joes - the Bixby land.

I want to see the wetlands restored and made accessible for visitors. It is a great natural asset. I think that ideas should be generated to make the east side of Studebaker Road more appealing as well.

It is best that our community remain eco-friendly and we put a halt on growth. We don't need more stores, boutiques, markets, hotels, bars, etc. What a novel thought to have more parks. There are no more fields to play complete sports. You're the father of a soccer player, why don't you support more land put away for park land? A picnic in a park would be nice. What parks are in your district? Restoring wetlands is crucial Mr. DeLong and an eco-friendly councilperson is what is needed in the area. The only ranking I feel is important, of your questions below, is the wetlands!

I envision the Seaport Marina hotel being refurbished not torn down to create a luxury spa hotel. Create beautiful landscaping/ walls etc. Leave existing building heights and building density. Restore the wetlands to create a scenic park, maybe mountain bike trail. Office zoning should remain for the pumpkin patch land. There is plenty of retail and restaurants already surrounding the area

Whatever you do, do NOT allow more homes to be build or allow businesses to open

1. Clean up Area 19 -- the Home Depot project was going to do just that. Those ugly tanks are an eyesore! Do another EIR or whatever it takes to get Home Depot in there. 2. We need retail -- to generate tax revenue for the city. Encourage retail -- don't discourage it. 3. Get the owners of all the property around Studebaker, 2nd Street, Pacific Coast Highway, e.g., 11b, 11a, 33, 25, etc. to clean up the property -- trim the palm trees, get rid of weeds and tumbleweeds, replace rusty fences, etc. 4. Work on traffic control -- yes, growth means more traffic but it also means improving areas. Always keep traffic control as a key item.

First is to find some sort of mitigation for the traffic in the area.

Provide only luxury homes, with copious green spaces, including lovely walking/bike trails near wetlands, and areas for families to enjoy the outdoors. There is a GREAT need to include better HIGH quality/luxury shopping availability (to keep our tax dollars in LB not in Orange County where we all shop with our \$\$\$). Add trees and lots of them. This area needs help...let's think out-of-the-box and make it SPECIAL!!! This will bring in more revenue with higher taxes for our city.

Reduce traffic; Convert Seaport Marina Hotel site to low density high end retail; no big box discount facilities; Extend Studebaker Road through to Pacific Coast Highway to improve traffic flow;

Several things are needed to improve the far southeast area of Long Beach. They include: (1) stop additional residential development. Traffic congestion and density is already high. (2) restore and enhance the wetlands areas, including the area occupied by Bixby Ranch Company. The original Plan called for park-like enhancements to roadways. These should be completed. (3) Provide park and water recreation access to fenced and unused portions of the Waterways adjoining Studebaker Ave. The Bixby area is closed, fenced and patrolled. Require Bixby to fence their oil equipment and return the remaining portions to public access / wetlands. (4) Restrict vehicle speeds on Studebaker and Loynes. Studebaker has become a raceway for traffic. (5) Improve tourist value of the area. Remember that Long Beach, and in particular, the area in the Southeast, has tremendous vacation and tourist interest - sea, harbor, marina, beaches and other natural resources not available even just a few miles away. We should not overly develop, commercialize or otherwise spoil the natural beauty of the area. (6) Return the storage tank area to a jobs creation zone. This a commercially zoned area. Let's provide opportunities for business parks and other sensible re-development, not residential and not retail.

Tear down the Seaport Marina and replace with retail. Put in the Home Depot where recently proposed. (We NEED it!!) Somehow require the clean up and pruning of palms all along the southern end of Studebaker and along Westminster Avenue to PCH.

\*Help with 7th Street traffic.\*Clean up the eyesore strip on 7th Street next to Kettering School - it is tagged on a regular basis. Many people walk their dogs on the strip to get to Channel Park. Why not continue the parkway?\*Clean up the Seaport Hotel corner.\*Increased police patrol in University Park Estates area- We have seen an increase in crime (houses being broken into) in the last two years.

More green, open areas. Less mid rise residential/retail development. There are enough retail centers, strip malls, shopping areas and restaurants within walking, bus riding or driving distance. Bringing more people in and over crowding an aging infrastructure is not the answer but it seems that the current city plans calls for just that. Build it first, then handle the problems later. This was the city's attitude regarding the Home Depot project. Rather than heed the EIR recommendations, they'd rather bow to the pressure of Home Depot's developer in the hope of getting some additional tax revenue in the future. Current street conditions would not support the increased traffic. An overloaded sewer system would not handle the additional effluent. But the city council seemed to feel that as long as there might be some tax revenue down the line, everything was okay.

Need tasteful Monuments at Long Beach entry points. Energy efficient landscaping & lighting to establish the City as a thriving, upbeat & tasteful place to live & shop. Allow appropriate development with a requirement to restore "real wetlands" as functioning, attractive ecosystems. Allow public access via bike & pedestrian paths that include historical and educational information.

Clean up the oil fields. Improve the traffic congestion - 7th, PCH, 2nd St., Studebaker, etc. Restore as much natural wetlands as possible. Keep the building heights low near the water. Avoid big box retail and the resultant congestion. Find a more suitable use for the "Home Depot" property.

Get rid of power plants that don't benefit us. Make a nice park in the area and continue the wetlands. Also give Kettering elementary a sound wall from the traffic.

The Marina Hotel site has to be developed. This is an eyesore for the entire community.

I strongly feel that we need to: #1 protect and extend the wetlands including the tank farm! #2 reduce the car congestion and not add large development which is being planned for the old hotel on PCH and 2nd St!!

Reduce traffic.

We can do a lot to improve recreational and tourist opportunities and retail outlets.

1. reduce traffic congestion. 2. prevent inappropriate development like high-density Lennar commercial/residential, home depot and other uses which do not benefit the residents. 3. increase parks and open space. 4. preserve the wetlands

1. Improve sidewalks and well-traveled alleys, with attention to maintaining tree roots. 2. Preserve wetlands. 3. Get rid of vegetation that is dead and unsightly, and plant new vegetation, low-water. 4. Develop housing for the homeless and then enforce rules to keep them away from public areas. They're not beds or toilets. 5. By the same token, clean out gullies and alleys that are frequented by homeless and drinkers and make them inaccessible. 6. Invite in a boutique hotel and make the surrounding area amenable to tourists and traveling businesspersons. Keep Hof's Hut (on PCH) as is. It's fast becoming nostalgic.

Get rid of the ugly hotel, build a small boutique one there as well as some nice shops and restaurants. manage that traffic snarl at the corner of PCH

More bike friendly transitions, better traffic light timing, improve the visible areas north of Westminster and east of PCH. Keep the height restrictions to no more than 50 ft which should allow for a 4 story building. Plant more trees along PCH adjacent to parking lots.

Clean and make green where oil fields bounded by PCH, Loynes, Studebaker, and 2nd St. Clean up or eliminate trailer park. Remove oil storage tanks (not being used) or develop. A beautiful first rate hotel with a fine restaurant (Northern Lights) style on 2nd and PCH. This will bring in \$\$\$ to the city and this area needs a fine hotel. I would look at the height limits and improve the intersection's traffic flow. The pumpkin patch could be developed for office buildings, homes or Parks

Improve traffic flow on PCH at 7th/Bellflower and PCH and 2nd St/Westminster. Both place need an overpass for cars on one of the streets to free up the other access routes. Need pedestrian overpass over PCH at 2nd St. also. Add traffic circles at Bellflower and Loynes and Bellflower and Eliot.

Extend Studebaker through to PCH, plant native vegetation until more permanent landscape can be completed, do something on the corner where the Seaport Marina Hotel is located.

Synchronize traffic signals on 2nd, 4th, and 7th Streets. Take traffic off of Park Avenue by reopening Colorado at Pacific Coast Highway. Make Appian Way an Expressway to allow traffic to traverse from Second Street to 4th and 7th Street. Install speed bumps on Park Avenue and Nieto. Restore the Willow to Newport Beach Red Car Line. Revise the traffic pattern in the Iron Triangle (PCH, Bellflower, and 7th Street) using either an underpass or overpass.

Develop the Seaport Marina Hotel area, it is trash. Also, a Home Depot and stores and restaurants on Studebaker would be an asset to the area.

Get rid of the oil wells and "wet lands" they are an eye sore and health hazard

Extend Studebaker across the wetlands. This will have little effect on the wetlands.

Upgrade the area with new development in the Seaport Marina Hotel. It is an embarrassment to our city. Seal Beach is way ahead of us in planning and building a coherent and beautiful city. The area where Home Depot is proposed should also go ahead. This too is an eyesore as you enter our town. Landscaping and development can go a long way. Has anyone thought of the tax benefits for our city? I have no issue at all with developing the area where the pumpkin patch is located into retail. We are in need of shopping close by = keep some of our dollars in Long Beach instead of Newport. SEADIP is very outdated in my opinion. A cohesive plan needs to be drawn up for development in an orderly and controlled manner. Also, the stretch of Second Street between PCH and the beginning of Belmont Shore could be upgraded with landscaping, etc. A facelift of some of the existing buildings would also be advantageous.

Redevelop the Seaport Marina and Golden Sails hotels in a way that has minimal impact on traffic. Landscape and beautify the 7th Street off ramp area (heading west bound from the 405) since it is a major entrance to the city. If possible do someone about the safety and settling of Loynes. Improve the sightlines of the privately owned land bordered by PCH, Westminster, Studebaker and Loynes., as well as south of Westminster. Preserve open space and nature as much as possible and keep additional traffic burden to a minimum.

Please consider making this area a showpiece for what can be done to promote a green approach to land use-RESTORE THE WETLANDS and make this area a park-like Bolsa Chica

We need to further the plans for open space such as parks and recreational areas. Improve landscape and clean the pollution from the oil industry in the area. Keep Long Beach a seaside city!!

Improve traffic flow. Put Studebaker through or at least improve Shopkeeper! Improve Loynes. (Hold Bixby companies responsible for cleanup on their properties (or properties previously owned by them.) Use parkland grants to create recreational uses in the wetlands. Revise codes to require adequate OFF-STREET parking for conversions or new construction. No business or residence should meet its parking req. using public streets! Encourage more small businesses like 4th St.

landscape 7th street freeway entrance to city. Complete 3rd lane all the way back to the freeway. Big bottleneck between 605 exit at 7th and Studebaker. Improve areas along Studebaker. Some business development where tanks are currently. Some restoration of wetlands down around Bixby lease.

1. Define the wetlands boundaries and then create a restoration plan that will enable passing traffic on Studebaker, 2nd Street and Pacific Coast Highway to look into the area.
2. Study traffic conditions on Studebaker, 2nd Street, and Pacific Coast Highway and PLAN improvements that will accommodate longterm traffic projections.
3. Work with the surrounding neighborhoods to find compatible zoning on properties that are adjacent to the highways and wand nearby the wetlands.
4. Assess newly zoned properties their fair share of longterm traffic improvements that directly increase the value of their properties.

Add plants in open areas.

A) A SOUND WALL PROTECTING RESIDENTIAL AREAS AND KETTERING ELEMENTARY ALONG 7TH STREET BETWEEN CHANNEL DRIVE AND STUDEBAKER AVE FROM THE INCREASED NOISE AND AIR POLLUTION FROM INCREASED 7TH STREET TRAFFIC. B) A CONTINUATION OF STUDEBAKER ROAD SOUTH BOUND FROM WESTMINISTER TO PCH. THIS WOULD RELIEVE TRAFFIC ON 7TH STREET AND THE 2ND STREET/PCH INTERSECTION TREMENDOUSLY. C) AN ALTERNATE ON/OFF RAMP TO 405 FROM A EAST/WEST STREET, PERHAPS ATHERTON AVE TO HELP RELIEVE 7TH STREET TRAFFIC AND SERVE CSULB TRAFFIC. D) RE-ENGINEER 22 FREEWAY RAMPS AT STUDEBAKER, TOO DANGEROUS WITH CURVES AND INTERSECTIONS ON THE RAMP, POOR LIGHTING AT NIGHT AND INSUFFICIENT GUARDING ALONG STUDEBAKER (CURRENTLY ONLY A CHAIN LINK FENCE) TO PREVENT CARS FROM GOING INTO THE LOS CERRITOS CHANNEL. E) WITH EASY WATER WAY ACCESS TO THE HARBOR SUB AREA 19 COULD BE CONVERTED TO A (LARGE) SMALL BOAT STORAGE FACILITY. COULD USE EITHER A RAMP AND/OR CRANE AND DOCK TO ACCESS WATER AND STACK BOATS ON LAND TO MAXIMIZE STORAGE. WILL HELP TO EASE PRESSURE ON HARBOR SERVICES SUCH AS DAVIES RAMP, WHICH IS FREQUENTLY FULL. F) 405 SOUTH RAMP TO 22 EAST/ 7TH STREET MERGE LANE IS WAY TOO SHORT AND TOO CLOSE TO STUDEBAKER ALWAYS CAUSES TRAFFIC PROBLEMS. THERE IS LOTS OF ROOM TO MOVE THAT 405 RAMP FURTHER EAST TO ALLOW FOR A GENEROUS MERGING LANE ONTO 7TH WELL BEFORE THE STUDEBAKER OFF RAMP ON THE 22 FWY.

I just want it to have a simple remote beauty, nothing overdeveloped. It has always been liquefaction swampland landfill....and there's a beauty to this. Build parks, developed the wetlands more.

A traffic plan to relieve congestion on 7th street, Studebaker and the on and off ramp on Studebaker and the freeway. Also, to slow people down on Loynes and people cutting through the University Park Estates neighborhood.

GIVEN TRAFFIC MITIGATION, a big if and the traffic is already bad at times, the area seems prime to me for "recreational commercial" use (restaurants, hotel, etc). Mostly the former oil fields just need to be cleared of what seems like left over "stuff".

Fix the potholes in the streets.

1. We have severe traffic congestion on 7th Street entering our city from Orange County. This really needs to be improved. 2. The entrance into our city from 7th Street / 22 West is an embarrassment to our fine city. Although this is CalTrans property it reflects poorly on our city. This corridor needs to be improved with thoughtful landscaping. 3. Extending Studebaker Rd southbound to connect with P.C.H. 4. Replace all chain link fence along major thoroughfares with more attractive wrought iron fencing (e.g., Sims Pond Reserve @ Loynes and P.C.H). 5. Enhance landscaping along both sides of P.C.H between 2nd Street and 7th Street - especially along the Bixby oil fields across from Marina Pacifica Mall.

landscape and clean up areas of so-called wetlands. I am not saying that these areas should be developed but that they should be made attractive. they are filled with trash, standing water, dead palm leaves,

Take some of the water tanks down and create more park space. Also create more bike trails that link up to it and the San Gabriel River.

Connect Studebaker to PCH at the Pumpkin Patch to relieve PCH and 2nd street intersection. Allow flexibility with Seaport property for nicer, high end hotel/development. Get rid of the eye sore tank farm if it is not used, allow commercial development next to power plants. Save room for de-salinization and future power plant requirements. Allow high end residential development of "wetlands" (weed covered oil field) areas with eco friendly plans preserving some walking paths/open space, and restoration of actual tidal areas. Maybe similar to Seal Beach homes recently built near the wetlands, across from weapons station. Fix Loynes properly. Don't keep paving it without removing the dips first. I understand the ground may be unstable, but really...Palos Verdes has better roads.

Thoughtful development. This might include, residential, commercial and public areas. What we look at now is not that appealing, oil wells, the old Marina Hotel and the pumpkin patch to name a few.

I think that by first preserving and then creating areas that attract natural wild life will create tourist destinations of many kinds. Projects such as the expansion of the Bolsa Chica wetlands have endured much success in attracting visitors, and creating a sort of eco-tourism buzz about the birding and recreational community.

Stop any development on vacant land. Preserve and restore wetlands. Limit new residential development. Improve traffic flow.

Traffic congestion is a major issue and if any improvements are to be made it needs to address the traffic. PCH & 2nd St is a huge problem, that is only going to get worse with any type of development in the area. This is not just an 7:00 to 9:00 am and 4:00 to 6:00 pm issue, it is nearly unbearable any night of the week and on the weekends.

do not build another thing!!!!

Maintain an upscale, environmentally friendly environment. Restore the wetlands.

Restore the wetlands

We need to clean-up the area along PCH across from Marina Pacifica shopping center. The vegetation is overgrown, the palm trees need trimming and maybe more vegetation needs to be planted to screen the oil wells if that is possible. Seaport Marina Hotel is an eyesore. Albertson's Market is looking pretty run-down.

Upscale hardscaping and landscaping. Long Beach city signs and banners displaying activities and special events. Develop vacant eye-sore surface land areas along Studebaker and 7th with high end retail and housing.

Put in more shopping centers & restaurants- get rid of the hotel. Keep buildings short so as not to obstruct views of marina, ocean, etc.

\* buildings\* landscaping

Upgrade the wetlands (clean them up) and make them more accessible (trails, parking lot) for visitors. Tear down some of the older buildings (hotel on corner of PCH and 2nd Street) and build an upgraded nicer hotel.

With 7th Street being the primary entrance into the City, something has to be done to relieve the congestion and to make it into a beautiful entrance way. What needs to be done is to widen 7th Street by one lot on each side, 4 lanes going East & over this have 4 lanes west. Trench and have overpasses to work out the "iron triangle" mess. Have noise barriers to protect the neighborhoods.

Redevelop the hotels within the area. Beautify/restore the area on the North/East corner of PCH and 2nd Street/Westminster (behind In N Out Burger).

Limit the future commercial and housing density. We would prefer to see commercial development of some kind rather than residential in the "pumpkin patch" area.

Leave the area alone. Stop trying to fill every empty space with crap! Another strip mall, large center, etc is a waste. Just because you as a city think it brings in more taxes isn't a reason to build.

Have CalTrans and the City improve 7th St traffic and reduce the many accidents (speeding and loud cars/motorcycles). Should not be accelerating to freeway speeds with elementary & college students walking along 7th St. I was told that the stretch was too dangerous to give out citations. My side yard block wall has been hit twice since living here. The second time was a hit and run in January 2008. I had asked CalTrans to put J- or K- rail curbs after the first time but they only put in center median.

Low density housing on the Bixby Land known as the "Wetlands" High quality retail, Restaurants etc. Encourage the wetlands to be landscaped

NO More condos or McMansions.

Tear down Marina Hotel and replace with boutique hotel and or retail. Clean up area off Studebaker and 2nd St with park or shops

Get rid of oil tanks. Complete wetlands restoration. Make the area a pleasant entrance to Long Beach. Make it a park for all Long Beach area citizens to enjoy.

Restore the wetlands; mitigate the traffic problems sensibly; raise the height limits for both residential and commercial, but designate view corridors.

Purchase, preserve and connect all the wetlands in the southeast of Long Beach. Follow the plan as laid out by the Los Cerritos Wetlands Land trust. (visit their website) They have a beautiful plan that would create a natural jewel for Long Beach that all could enjoy and be proud of. There are many reasons why this is a good idea economically, for recreation, quality of water and environment. This is too big of an issue for just 3rd district residents to weigh in on. I would like the city council and mayor in on this too.

Restore the natural wetlands. When you mess with Nature it never turns out good. clean up the area work with already existing structures. Don't we have enough traffic? Why would anyone want to add to it?

Create a larger wetland district around the San Gabriel river with opportunities for us to hike, explore, have more nature around us.

Restore the wetlands. Reclaim the oil properties and make sure the clean up of environmental contamination from released petroleum and fuel products is performed properly and under the direction of a licensed geologist experienced in the type of work. Create recreational and tourism opportunities that showcase the unique environment and beauty found in the tidal and wetlands areas. Improve the transportation and parking situation for visitors, and relieve the crowded situation in the major routes.

#### Bulldoze the Seaport Marina and redevelop that property

1. Clean up ( not necessarily remove) the section where Oil pumps are now - along PCH between 2nd and Loynes drive. We did it with Thumbs off the shoreline -- it can be done again. 2. Require the two major hotels in the area - Marina Seaport and Golden Sails to refurbish or rebuild and bring the appearance up to 21st century standards . Again, it has been done downtown - why not here? We need at least one hotel for our guests, and business. 3. It is imperative we maintain the value of our properties (homes) in this area. They could be stronger -- we have models to review in Newport Beach. Mixed-use is a good way to go but not high-rise projects! The roadways cannot support the high-density plan originally proposed by Lennar project.

Restore the wetlands and limit more stores, buildings, etc. We don't need anymore retail, restaurants, or hotels (in fact tear down the eye-sore of a hotel).

I am in favor of development to improve the look and feel of this part of our city. However, like most residents my number one concern is the number of automobiles and people...additional population will impact road congestion and quicken the pace of the area. I notice that while regulations in the current plan limit the number of structures, it does not address population targets or target limits on the areas roads for vehicle traffic. This needs to be addressed.

Restoring as much of the old oil derrick areas to wetlands is the first crucial step in improving this area. The more nature can be restored and preserved, the more valuable this area will become to the Long Beach community because the rest of Long Beach is so congested. There needs to be more education about the fact that the wetlands exist, and more access by residents. Bolsa Chica Bird Preserve is a simple and efficient example of a success story for answering this need. The commercial properties in the area need to be updated, much the same way Seal Beach has updated their stores along PCH at the Pavilions complex. The hotels are an eye sore, and the Albertson's complex with Hof's Hut needs to be renovated on the exterior. No buildings should be developed beyond the height limitations of the original plan, and limitations on further development should be denied in this area unless any new construction is mixed-use with retail and residential, and high quality, sustainable LEED buildings are constructed. Long Beach must take the extra step to promote sustainability of both the natural resources it has and the future of those natural resources by promoting responsible, sustainable development.

Make sure Traffic flows. Clean up the wetlands and give the public access to them. Some Commercial development but don't disturb the natural beauty.

More shopping and restaurants, but no "Big Box" stores or shopping centers.

update existing businesses only. no new developments, no taking of more land, etc.

Restoration of the wetlands area by removing some of the eye-sore, man-made structures, and returning the area to enhance the quality of life for birds, fish and other natural animals to the area.

I think restoring and preserving the wetlands is one of the best things we can possibly do for our city. Additionally, I think any commercial development endeavors need to be approached with the history and character of the city in mind. Long Beach is a rare gem with authentic architectural styles ranging from the Art Deco of the 20's to the boom of Modernism of the 50's. We need to ensure that any new development compliments these aesthetics as these buildings are what give Long Beach so much of its character and value. Thoughtless and cheap plazas, malls, and superstores will do nothing for Long Beach but siphon money out of the local community and cripple us for the future. 2nd Street is a strong example of what makes Long Beach great with its (mostly) single level, older storefronts occupied by independent small local businesses. Let's go eat at Open Sesame and stop our money from going to some publicly traded company's corporate headquarters in Minnesota.

I am all for developing some of it into attractive housing (not high rise anything!!) Even nice retail shops. But it should be mandatory to also interject several park areas, bike paths, benches, etc. If you have ever been up to Santa Barbara & the area near the pier going south, they had an ugly, empty area along the beach (opposite side of the beach) that was an eye-sore. The city incorporated some lovely landscaping, parks, benches, a merry-go-round, gazebo, etc. and it is now absolutely beautiful. I feel this is very important not to "over build" and to retain open spaces with greenery.

Infrastructure repair and beautification. The roads and curbs are literally crumbling. A greater police presence and faster graffiti removal are also extremely important. Keep out and forcefully prosecute gangs and gang activity and minimize graffiti.

Restoring the wetlands. Right now they are an eye-sore from being abused and misused for a long time and need to be restored to their full potential as a natural estuary. New development would just add more traffic to an already congested area. Long Beach needs more nature, not less!

Improve the wetland areas with landscaping and with a mixed-use of some residential and retail. Add a nursery such as Armstrong's, a Tommy Bahama's type restaurant but remove or disguise working wells and co-ordinate wetlands with other uses. Also add a wetlands study area and park such as that above Newport Upper Bay.

Keep development at a minimum. Restore wetlands.

Traffic concerns are paramount. Increasing the density would only add to the traffic problems. Public park, open space and wetland restoration would improve the area immensely.

The Seaport Marina Hotel location ... What about a nice Athenaeum type facility like the one in Pasadena ... <http://athenaeum.caltech.edu/> or Boutique Hotel with Restaurants on upper levels capitalizing a Marina view. Some stylish Architecture and Landscaping. This land parcel should be built tall enough to fully utilize its Marina view assets.

Environmental issues should take precedence over development. Protecting the wetlands. Traffic on PCH & 2nd Street corner is a problem - so any added development should neutralize further problems.

Leave the wetlands and or enlarge them. No high-rise buildings condo or otherwise use.

A low rise new hotel or retail where the Seaport Hotel is-and that's it. No new development because traffic is already at a critical stage. 7th street going west has to be improved before anything else is done. Ecotourism is more important than more hotels.

Bury the power lines. Get rid of RV parking on streets. Take down the fences along rivers and make it more park like.

Create more people friendly (walking and biking) access to area.

Remodel the Seaport Marina Hotel, preserve and restore all the wetlands.

Clean the Lagoon. Stop lights at Tremont & 4th Street. It is a hazard because drivers rush from Ximeno to Park. Check # of accidents.

Needs more open space, park-type for human use and protected nature trail type areas

1. Get rid of the politically correct "Save the Wetlands" nonsense (this state is mostly uninhabited...we have plenty already).2. Improve traffic flow East & West on 7th Street and 2nd Street/Westminster (the latter, esp. @ PCH).3. Attract high-end retail a-la South Coast Plaza or Newport Center, or residential.

Open space with some small retail outlets.

Leave it strictly alone.

Facelift

Get rid of that awful Marina Hotel!!! Put something profitable and beautiful in it's place. What a waste of a fabulous piece of property!

Protect the wetlands. Do nothing that will further exacerbate the heavy traffic on East 2nd Street, Broadway, and Park Avenue.

Restore wetland areas to beautify the current and former oil lands and associated land. Revitalize and/or renovate the Seaport Marina Hotel property. It seems like this property is "under-used" for its prime location in the City. Traffic Mitigation & Improvement at this location (Seaport Marina) is imperative.

Improve traffic flow. Develop oil/power plant and quality retail. Improve road quality. Restore wetlands and allow for public uses.

Less retail development. More attention to design in keeping with the natural environment. More architecture in keeping with the style of the beach community, ie. smaller structures, tower heights smaller signage-more "village like"

Renew: shopping industry Extend Studebaker to PCH in Seal Beach Properly time signals-PCH & 2nd and surrounding signals.

1) I want to preserve the wetlands. 2) Your video mentioned that the main roads are already heavily traveled. Consequently, the idea of putting buildings higher than the Marina Pacifica residences seems counterproductive.

Put in a 5 star resort hotel at Seaport Marina and restaurant(s). Walking and bike trail along marina (behind Seaport Marina). Restore some of wetlands, but allow some commercial, the City needs the revenue. Put high end penthouses over the restaurants.

Better code enforcement. No canopy or tarps. Less development. Stop growth in Downtown LB

I don't know that it needs improvement.

Road and sidewalk repairs.

clean up the old Seaport Hotel area and replace it with something nice

Respect the wishes of the community.

1. first and foremost restore the wet lands. look below

Wasted use of current land space. Keep in mind to protect the wetlands, but give the area a destination feel so that it attracts more than those headed for Second Street.

Restore the wetlands to the greatest extent possible. Make it a project into which the community can get involved. Put people to work. Possibly get funds from the Port of Long Beach, as did Bolsa Chica. If Studebaker Rd must be put through, put it up onto stilts so the wetlands can exist uninterrupted beneath it. No more housing or retail, except where existing commercial space exists, such as at 2nd and PCH, the Seaport Marina property.

With the exception of the Marina Seaport, I am satisfied with the surroundings

If We are to try to preserve the wetlands or wildlands something needs to be done to clean it up. there are no paths, rest areas . If we want to keep the space open it needs to be improved. right now I believe it looks like a huge code violation

We need a comprehensive wetlands plan that allows people to utilize the area as well as protect and preserve wetlands and the wildlife.

Restore the wetlands as the most forward thinking, responsible action.

Restore the remaining core wetlands.

The storage tanks are starting to become an eyesore. Improvement of wetlands, and complete Studebaker to PCH, I know I am not popular in this, but I think far less pollution will go into the air and water if Studebaker goes through to PCE than all the traffic waiting at all the stop lights

Eliminate multi family dwellings, only allow low-rise development, protect the wetlands from development and try to keep through traffic off the smaller roads and on the freeways by blocking off streets.

Only those who own the properties have a right to determine the use thereof. Urban planning is a socialist scheme that has no place in a free society. The best way to improve the far southeast area of the City would be to scrap all of your dictatorial plans and allow the free market alone to guide the property owners of that area in deciding if and how any changes are necessary.

Better traffic control.

Adherence to proposed plan with minimal impact on wetland areas, wetland public access, imposed parking restrictions, eyesore area correction, i.e. abandoned tanks, land cleanup and maintenance, regular water channel cleanup.....

Southern California has lost approximately 95% of its estuarine wetlands to development. Long Beach is very fortunate to have a large parcel of wetlands that can be restored to become a part of the Anaheim Bay, Bolsa Chica, Huntington Beach and Newport Bay system. I propose no new development in this area and that all redevelopment be driven by and consistent with the goal of restoring the open space to functional wetland. One only needs to look at what Huntington Beach has in the restored Bolsa Chica Wetlands to see the potential to our city.

improve the blight and undeveloped property and bring a revitalized look to the southeast area. eliminate the "clubs" and problematic motels and bring new business and dining to the area.

Develop the outer edge for light industrial-commercial use. We could use the big-box business tax base in these hard times ahead. The revenue generated could help finance or support the shortfalls of the other council districts.

Better traffic flow and aesthetics (e.g., trash clean-up; graffiti removal; maintenance of existing plants and installation of new trees/plants; road repair). Use of the open land for parks/recreational activities.

Balance development in a common sense manner between good economic decisions, reasonable protection of the wildlife and a sustainable traffic system.

I think that a natural wetlands setting would be best.

Parks recreation and trees, additional bike trails, running trails etc.

I think that Re-development of existing commercial properties combined with the dual use of wetlands for preservation and mineral extraction should be the first direction. I could accept a Golden Sails that has a sweeping view and a replacement hotel at the old Edgewater Hyatt that exceeds the old SEADIP low-rise concept, if those trade-offs made possible greater protection of wetlands and the creation of recreation/eco-tourism space. With the old Edgewater Hyatt anchoring the 2nd/PCH corner, the MarketPlace could experience the sort of redevelopment attention that MP got to make those shops more successful. That sort of commercial activity could be offset by nature trails and green space on adjacent land.

No improvements are needed except for good traffic light timing to make traffic flow better. Revamp the traffic flow better. Revamp the City Planning Department to be more responsive to the residents and not the businesses.

Coordinated signals. Perhaps overpasses at extreme traffic areas.

- improve smells from Port- tear down concrete fence on ocean so we can see the ocean- improve parking

Save the wetlands. Get rid of the speed trap on Loynes Drive by having the road re-engineered to eliminate heaves in a meaningful way.

First and foremost, preserve and improve the existing open areas and wetlands. If commercial or industrial development is to take place, the impacts of traffic must be mitigated.

HAVE DEVELOPERS STOP KILLING THE TREES, WILD LIFE BY NOT POISONING THE WATER OR PLANTS, DO NO ALLOW DEVELOPERS TO CONTINUE THE DESTRUCTION OF THE NATURAL FIELDS.MY CHOISE FOR BELLOW 1RESTORING WETLANDS 2DEVELOPING TOURIST /RECREATIONAL OPP.3 IMPROVING THE MOVEMENT OF PEOPLE AND GOODS

Restore the wetlands, and use the remaining land for parks.

Please do not allow additional development. There is already too much traffic. Developers always say that road improvements will take care of traffic but it never does (as just one example, I work in downtown LA and the developers promised Staples Center, and later Nokia Theatre, would not cause additional traffic... Bull stuff - traffic on the 110 Fwy and nearby surface streets is now a nightmare!)

The Wetlands should be preserved and used as a centerpiece for the area; it should also be have a spectator viewing and walking area similar to the one at Bolsa Chica . The area in general needs to be better planned to accommodate pedestrians and bicycles

restore to wetlands status and/or convert to native plant habitat

Utilize the best asset that the City of Long Beach blindly does not see...its wetlands. The City of Long Beach may as well be in Iowa for as much as it cares about its natural asset that would bring in enviable tourism business and tax dollars. What be done best to improve the far southeast area of the City...get a new Planning Dept and Planning Commission. Get people who understands and has experience with revitalizing wetlands and puts coastal preservation as the paramount goal of planning. Now that would be improvement!

Overall plan and identification of wetlands/oil drilling, industrial areas and areas for improvment. Most people view the changes as hurting the wetlands. If this plan is presented with preservation of wetlands as a key initiative it will make much more sense. NO CHANGE means all the crap (oil pumps, oil tanks, pipes and pollution) will stay as is. People have a twisted view the wetlands are perfect and clean. That is not the case. Clean up of existing wet lands/oil drilling areas. Creation of natural parks and bike paths with water views. Tear down of existing hotels replaced with upscale, low rise resort hotels with views of a beautifully preserved wetlands and park area. Carry Studebaker through oil field and tie in with pumpkin patch into PCH to lessen traffic congestion at PCH and 2nd. The entire area is full of oil pumping equipment currently. Not much preservation taking place there.

leave it alone

leave it alone

I feel that the best thing for this area would be to restore the wetlands as completely as possible; to create an area similar to the Nature Center in that students and visitors can visit and learn, but not damage any habitats; and to keep ALL development out. The best use would be to have more green space. That is the ONE thing Long Beach lacks. I feel that Long Beach already provides PLENTY of retail, housing, etc. I can drive the 10 minutes to get to the Home Depot in Signal Hill and it's NOT a problem (or the 5 minutes to get to one of TWO different Lowe's located about a mile from my home). There doesn't need to be a Home Depot or any other store on every corner. I think the city is focusing way too much on bringing in chain retail, which only really helps non-local interests, instead of cultivating the already-existing attributes of the city, such as the wetlands and the beach. A clean, beautiful beach and a natural wetlands habitat with some areas accessible for students (i.e. field trips) and tourists (i.e. picnic areas, nature walk-type areas) would bring in FAR MORE money than a Home Depot, Starbucks, Chili's what-have-you chain. No one travels to go and eat at Chili's because they can just go to the one that's already a block from their home. People WILL travel to go to a nice beach and nice areas that aren't already in their city.

Renew the wetlands and improve pedestrian and bike access, Current pedestrian and bike access discourages people from getting out of cars and walking to places in the neighborhood. PCH between 2nd and Loynes is a good example of this. To cross the street one can only cross at those intersections almost a mile apart!. There should be bike lanes and pedestrian walkways added to all bridges suspended outside the guard rail. Other cities have made such modifications (<http://www.gcbl.org/transportation/bikes/bike-lane-on-innerbelt-bridge>). It is crucial to decrease traffic. Only development that decreases or is traffic neutral should be allowed. For example - senior or low-income housing that is dependent on public transport - no parking included. Improved hotels but smaller. with any additional residential, neighborhood businesses and schools should be included so that people can walk to school and work not drive. For those that work out of the neighborhood, commute shuttles through the neighborhood to blue line or rapid bus would also help. Clover type on and off ramps for boats using the landings regulated by traffic lights allowing one boat-vehicle per light to keep the larger trailers waiting in the parking lots and not blocking the 2nd Street intersections at PCH and Marina, and thus the entire egress from downtown.

improve remaining natural areas; limit development to that which accentuates value of wetlands vs. more density; avoid 'spot zoning project-by-project' approach to area, make improvements to traffic patterns by collaborative planning with Cal Trans and Seal Beach; work with other agencies that must provide mitigation e.g. Ports of LA and LB

No further development of retail in this already overcrowded area. Restore ALL the Wetlands. Long Beach has already destroyed 98% of irreplaceable wetlands. Restore the precious remaining wetlands. Add safe bike lanes on all roads in this area. Do not add any housing units to this area. Restore the Wetlands.

Get rid of the eyesore of the Seaport Marina Hotel and the vacant lot where the gas station used to be. Also, I would like better landscaping along PCH and along 2nd St from Studebaker to PCH.

upgrade the city

Improve traffic flow. Improve parking.

Save as much of our city's wetlands and restore (where needed) the natural wetlands.

MORE open space and better traffic flow patterns.

The streets around this area are feeder streets to Seal Beach. There is a large traffic problem that culminates at the intersection of 2nd St and PCH, especially during commute hours.

I believe we critically need a plan for minimizing vehicular congestion. Over the 35+ years that I have lived here there has been a huge increase in traffic from PCH along Loynes Dr. to Studebaker Rd. & the Freeway. With the plans to accelerate the commercial dev. in SEADIP sub areas 11b, 19, 24, 31, 28, etc...I'm greatly concerned about vehicular congestion. My sub area has only one exit outlet on to Loynes Dr. and if vehicles are directed off Studebaker Rd. south of Loynes Dr., some temporary (or permanent perhaps) change needs to be made so that cars coming So. on Pales Verdes at Loynes Dr. can turn onto Loynes Dr. (yesterday something occurred and at 6:30pm, it was almost impossible for me to safely exit because of the continuous stream of diverted traffic and it is not really a safe place to do a "u" turn & go back over to get to 7th St. to exit. I really am opposed to changing the SEADIP if the changes cause greater vehicular congestion.

Less development not more. The traffic is unbearable as is.

I don't want any more housing built next to the Marina. It's already impacted by traffic. I think housing for the homeless in transition is good for the Seaport Marina Hotel since it isn't near any NIMBYs. I think it is nice for them to have a good location that could improve their self esteem and get them back on their feet.

Don't allow development on the Los Cerritos wetlands and restore them to as close as possible to a nature state. Also I favor removing as much as possible the breakwater to allow better water circulation and waves.

'Replant' the wetlands and clean away all debris. No more building. Educate the public!

Preservation of open space is priority. Remnants of past industrial use of the area should be removed. Any development should be carefully considered so as not to destroy feel of open space.

Get rid of the oil wells along PCH and Westminster Blvd. Convert the corner lot of 2nd Street and PCH to a tall office building with views of the Marina and Pacific Ocean from every office. Restaurants on the first floor. Underground parking, etc. A modern hospital of 250 to 300 beds on the pumpkin patch (if room permits). Close St. Mary Medical Center and LBCH and leave the West end of town to Memorial.

Rather than continuing to continually do piecemeal development projects and encourage developers to drive land use decisions, the creation of an updated plan that actually fits the area and respects the somewhat hidden natural resources should be approved. More attention to the policy direction of the California Coastal Act would be a good start.

Clean up entrances to city now choked with weeds and trash. Need a boutique hotel.

It seems to be crowded and overpopulated.

Restore the wetlands, and keep development to a minimum.

We live in an area that consists of many neighborhoods that do not lend themselves to having rapid transit anywhere but on the perimeter of those neighborhoods. Our public transit is extensive and very well thought out, but, the automobile is always going to be our major form of transportation. With that in mind, any improvements must start with a master plan for transportation and the orderly use of automobiles. Without out this plan, development will cause gridlock. The area that most needs attention is the area around 2nd Street and Pacific Coast Highway. All of the open space and developable area is within one mile of that intersection and we need a plan to be sure that we can accommodate the extra traffic. That having been said, the oilfield areas east of PCH are an eye sore and should at least be screened from vision. Creation of parks, wildlife habitat, nature trails, bike trails etc. would be an improvement.

Fix the traffic mess, enhance the natural beauty of the area without adversely affecting the wetlands, perhaps with nature trails, educational elements, low-impact recreation. Replace the hotel with a similar sized updated one that gives a "welcoming" view of the city and marina. A big box retail doesn't fit the Studebaker/Loynes area, especially without fixing traffic problems (perhaps impossible). The 22 Frwy exit at Studebaker (and College Park Drive) is dangerous now. It would be a killer as the exit to a big box destination.

More open space, natural environments, less retail and strip malls.

Return the wetlands to their natural state, like Bolsa Chica. We DO NOT need more development, nor the added traffic. When the wetlands are paved over it is forever..."They paved paradise and put up a parking lot."

no more development

Leave it as is. More building will only cause more congestion. Improve existing buildings instead of creating new ones.

High rise development containing both business and residential combined with public transportation access.

Limit development. This area is already dense, traffic is already impossible at 2nd and PCH. I really think leaving whatever open space we have left "open" is our best bet, especially the wetlands. My daughter used to live off Melrose in LA. Traffic made it almost impossible to even get out of the supermarket parking lot. There was no temptation to go out of an evening for an ice cream or a coffee as parking was just too hard. It was a relief to return to Long Beach. Is that how we want to live?

Get rid of abandoned oil tanks. Redevelop areas that are out of date and past their prime.

Extend Studebaker Rd to PCH in order to relieve the traffic problem at PCH and Second street.

Better traffic mitigation at PCH and Westminster. Studebaker needs to be extended and wrapped around the back of a Marketplace center and hooked into PCH. There should not be any further commercial development in the area or on the wetlands.

Repair the roads and infrastructure in general.

Designate large areas as protected wetlands, and not develop. There is more than enough retail zoning for this area already. 30 yrs. ago, we did not have the people-pressure problems we have now, nor the ecological awareness. Once the wetlands are gone, they're gone. What percent of native wetlands are left in CA, and especially in the critical flyway zones of bird migration? Look at the overall picture of the state, remaining wetlands and natural waterways, and what do you have? Less than 25% are remaining. When is enough, enough? Every acre of green space does not have to be developed and "improved" for the purposes of human consumption. Perhaps "improve" could be to remediate prior oil and gas exploration damage, and restore the area to its original state.

Consistent street maintenance, graffiti policing, take even better advantage of the overall location of the city. Show off the great architecture of the commercial and residential buildings.....so far downtown has a good direction. So what's up with all those condos? Maybe down the road it could payoff?

Create a wetland preserve

keep it safe from development

Restore the wetland and less traffic!

Landscaping, open spaces and mixed use commercial and residential development thru low rise, mixed use development.

Remove the oil pumps and create a park. No buildings higher than one story.

Traffic flows are 2nd and PCH are horrible.

Increase the ability for people to enjoy the wetlands. The southeast area can support high end retail so incorporate it into the area.

I would like to see the wetlands restored. We have destroyed so much of these vital, important areas in our state that we cannot afford to destroy more. We need to rebuild them whenever possible.

As you turn to access the freeways there is only a single lane. There must be a way to increase the lanes. Traffic is horrible. Also, the entire area is an eyesore.

I feel that the wetlands should be restored to a condition that will protect the wildlife there.

Upgrade the parks, shopping roads

Restore Wetlands and improve traffic flow.

Relief of traffic. Development and expansion of the wetlands.

Restore the wetlands. Develop a beautiful park like El Dorado, Heartwell, etc. that set Long Beach apart from most major cities and towns. (NW of PCH & Stdebkr/E of Market Pl mall) Cut Studebaker through to PCH and widen to relieve traffic congestion. Redevelop the old Marina motel into a quality resort hotel with HI theme and lovely landscaping and sidewalks and overpass to the shopping centers. Soften the blah appearance of both adjacent shopping areas with additional trees and other landscaping (i.e. the Albertson and the Whole Foods areas)

Traffic at PCH & 2nd street needs to be addressed and fixed.

2. Relaxation and enjoyment of nature.

Landscape the area. Provide green areas. Allow walking and bike paths. Picnic tables and benches for viewing, Parking for vehicles has to be at another location. No Business, Commercial or Residential should be allowed.

Improve the traffic situation. Traffic is the worst in the city, only building more will make more traffic. Traffic Traffic Traffic

To have NO more building, to keep all the open space there currently is there!

Preserve the natural open space and restore the Wetlands. Add hiking/interpretive trails to Wetlands.

1. Tighten up the zoning regulations so that variances, are much harder to obtain.  
2. Maintain the park areas, so that they continue to be useable; particularly the park site at Bay shore and Ocean. The basketball courts and handball courts are ideal for this location. 3. Help create resident only parking for those individuals who live south and north of second street for one or two blocks; forcing visitors to use beach parking or create a better parking system for the shore.. 4.

1. We need more city services. I am concerned that in an emergency, we will be last served as we are the safest area. 2. Zoning restrictions need to be amended to allow more businesses to operate here. 3. More bus service. For example the Red Bus should operate up bellflower, down Del Amo, up Lakewood and back to PCH to help us with transportation. many of us use this route all of the time. 4. Shuttle service and parking improvements around city college.

This could be a beautiful area. It is really the south entrance to Long Beach, and it is disgraceful as it is. The whole area of the "Bixby Land Lease" (PCH, Westminster, & Studebaker) should be cleaned up!! Restore the wetlands, bring additional water into the small marina, create walking trails. Once the motel on the corner of PCH and Westminster is replaced with something much nicer, the city needs to work on making this area a beautiful entrance to Long Beach.

Clean it up. Restore the wetlands

Restore the Wetlands and keep commercial and industrial development to the bare necessity. This area should and could look as nice as the restored Bolsa Chica wetlands.

Better retail development with some unique building designs so it will not look like every single large strip mall but have some character that just might have some lasting value. Landscape incorporation, set-backs, mini parks, water elements or art work. Things that would engage the visitor and cause people to pause and linger.

I think there should be an effort made to protect the wildlife in the area. There should be walking trails and some kind of park. What we do NOT need is more congestion. Long Beach Police has not been able to control the cars speeding in and around this area. We do not need more cars in this area. The speeding is out of control with no end in site -- more cars, more congestion, more speeding.

Create a combination of development and preservation to make the Southeast corner of this city an exciting, dynamic, and prominent gateway to the City of Long Beach to represent the southern gateway to Long Beach as a world class host city to the world that this city is for the future. While preservation and ecology can be paramount, I also feel that providing for interaction with the environment on a variety of levels is vital to the recognition and appreciation of the environment and wildlife by present and future generations of people.

More open space. Preserve wetlands. Less density.

I feel that there are many ways to improve this area. I would love to see the improvements include upgrading the Studebaker Rd access which is a major entrance to Long Beach off the fwy. While there has been great development at the Market Place with Trader Joe's etc and across PCH with the Whole Foods/Mimi's property, the corner of PCH and 2nd St where there is currently a dilapidated hotel needs major renovation. It's currently an eyesore and an embarrassment as a city entry way which could be utilized very creatively.

Improve & beautify the entrance to Long Beach from the east. It is a disgraceful eyesore to all & an embarrassment to the residents of Long Beach for our visitors to see & drive through.. Certainly not a good impression & representation of our city.

1. Maximize open space, minimize development, and minimize traffic. 2. Maximize natural habitat and wildlife. 3. Minimize building heights, occupancy, and density. 4. Restore Los Cerritos Wetlands to maximum area; disallow development that adversely impacts the wetlands. 5. Retain and enhance small beach community ambience.

While traffic is a valid concern, we must have some growth and should focus on the open space surrounding the wetlands area.

1) Improve the SE & NE corners of 2nd/PCH. 2) Develop a combination "Park"/Retail component of the area bounded by PCH - Westminster, Studebaker & Loynes. 3) Develop Pumpkin Patch / "Office" 4) Redevelop Golden Sails Hotel & Marina.

First, we need to keep it clean. There is so much trash I feel like I live in a landfill. The wetlands needs to be made so people can enjoy it. The tank farm needs to be cleaned up and also the corners of 2nd street and PCH need updating. Long beach has so much to offer and yet we are so behind the times. There doesn't seem to be any community pride in this part of town. Even the center median is in need of repair on 2nd. street and Studebaker and has been like that for several years no. Why doesn't Edison have to clean up their area?

Restrict development and traffic.

Develop and restore the wetlands make it a must see place for visitors to Long Beach-Restore the San Gabriel River using natural filtering as was done in N. California. Insist that new building be environmentally sound-solar energy tech. Make LB a showplace of progress and conservation.

Traffic congestion well only get worse unless we improve the corner of 2nd and PCH.

Restore Los Cerritos wetlands and keep SEADIP in place. I like the portion of Bob Foster's plan of creating paths into the wetlands.

Develop a traffic plan that will ease the overcrowded streets, namely Second St and PCH. Limit density of any redevelopment of the Marina Hotel property. Also limit height of new development.

Replace the ugly water towers on Studebaker with a family friendly development with nice landscaping (shopping, restaurants, theatre). I was in favor of Home Depot and still am. A nicer hotel for visiting family members to stay at would be nice. I currently send them downtown or to Seal Beach. Beautify the 7th street entrance into LB. It is an eyesore.

I think we should restore the wetlands so that it looks something like Bolsa Chica in Seal Beach. Natural wetlands are very scarce in California and should be protected.

I am embarrassed by the way the entrance to my home is off the freeway. It is sad that we are not allowing anything to be done to improve the drive into the east part of Long Beach. Yes, the landscaping will help off the 22 and 7th street, but all the way down Studebaker to Second street on both sides could be so much nicer I would also include the east side of PCH. I know we can't get rid of the power plants but at least clean up the tanks. As for the other side we need to make a compromise and allow proper development that would include beautification of the area also. We should include safe biking and sidewalks as well as better traffic flow. We would be foolish to think the owners would just clean the area without allowing any increase in property value for their investment. Unless someone magically wants to stroke a \$100mm check or just likes the chain link fences we need to allow something to be done.

Do not allow commercial or industrial development on Studebaker from the 7th street bridge south to 2nd street. Restore the wetlands.

Provide better public access to the area for recreation such as bird watching & nature hiking.

Please leave the chain/ mega development out of here

Develop the periphery of the wetlands, leaving open space for natural habitat trails, parks, and waterways. Interactive leisure activities such as canoes, walking trails, picnic tables, physical development courses, interpretive center, viewing locations, and museum. This development should include about 50-70% of development of homes, schools, and support services.

Convert all existing space to wetland ...as many communities along the coast have been able to manage successfully. It seems that the communities in Los Angeles County (especially Long Beach) struggle to be as creative as other large urban communities in the ability to and interest in balance open spaces with urban development. Since Long Beach has less open space per capita than many similar communities, LB should concentrate on improving the quality of life for its citizens before considering over development.

We would love to see a Bike path put in so we can enjoy riding our bikes around this area. We would be able to ride safely to stores and the Beach with our Family. We would love to not drive everywhere! We would also love to have some beautification to the entrance of Long Beach on 7th St and Studebaker. This entrance is in need of improvement!!!! Some grass and Palm trees will do wonders!!!! Many other cities have spent money on their entrances and they look great!

leave the fields as there were for years.

Flow of traffic is definitely a concern at PCH/2nd Street as you approach Studebaker and the freeway access. I would like to see a world class water sports facility at the Seaport Marina site. Long Beach goes to great lengths during the summer to advertise the sea festival. I think a world class Olympic swimming pool site, with diving pools, etc. would be a major draw and attraction to the city. We have so much talent in Long Beach. What a legacy we would be leaving to our children, while promoting healthier lifestyles, if a facility such as those in Mission Viejo were located in Long Beach.

Make the interior of the wetlands more accessible and usable to the public with nature paths and/or bike paths.

improve the eastern gateway to Naples, Belmont Shore....get rid of the eyesore Seaport Marina hotel & replace with pedestrian oriented, higher end retail, & perhaps some low-medium density mixed use residential above (2-3 stories Max w/ setbacks).....think smaller version of The Grove (La Brea area of LA) or even mini-Fashion Island w/ some residential above....THINK BIG....i.e. integrate Marina Drive & parking lots & marine service yards across street to access waterfront. Also berm & landscape Studebaker & 2nd Street to shield oil fields & tank farms....I could go on for a LONG time.

intersection congestion

This area should be open space/ wetlands.

Restore and preserve the wetlands. Control development to take into consideration traffic, pollution, quality of life, etc.

Open the area up for hiking and low impact recreation

Needs to be cleaned up. the wetlands need to be restored.

1. Fix our sidewalks, curbs and alley in Naples. The pot holes are large. The drainage does not flow in the alleys.

Restore all the wetlands. build only on the area that has already been built on-the marina hotel.

leave it alone as much as possible. the alamitos bay and surrounding area has a very diverse marine and aviary community that is extremely fragile. NO further commercial development.

Better traffic policing-red light running is becoming commonplace. Get rid of the eyesore seaport marina hotel, let's be realistic and do something that helps LB. a change is needed. Figure out a way to better integrated traffic flow control. CalTrans controls 2nd and PCH. How can the rest of the lights be set to make things flow better at peak times and particularly on weekends. Enforce the existing zoning laws. there are too many variances

Preserve & restore wetlands, improve traffic flow.

Don't do anything to the wetlands area. we enjoy all the wild life that make that their homes. No Home Depot! we don't need anything like that , that will bring in more day workers to loiter at. Our home prices have gone down enough. I would like to see an upscale hotel and more upscale/boutique shops. more grassy areas and open spaces. I would not like to see it turned into what they have been doing to the ocean anymore. You almost forgot it's there

I don't feel there is anything the city can do to improve that area. at least as far as traffic is concerned. Adding residential units certainly is not going to help. I believe that is no longer on that drawing board. I would not be opposed to another hotel ( without residential units or more retail. We have enough of that around that area) at the same locations the current hotel. this area dose not have a nice hotel. I have heard the leases for the gas lamp restaurant and golden sails hotel will soon be up. I have heard that another residential building is said to be going in there. they will just add to the existing traffic problems in this area. we need to get people out of the area not

Leave it as open space

1. Move forward with the home depot. 2. make cal trans enhance the exit at 7th street. this is a dump of an area. Orange county seems to be able to make cal trans fix things like this. 3. Oh PCH south to 2nd street west, create a right hand no stop turn lane, by aquiring some of the land on the corner. 4. do the same at the corner of the seaport Marina. 5. allow the development of this property and do not cave to the NIMBY's6. install center median landscaping along PCH.

mitigate the increased traffic by widening PCH near Hof hut to add and additional lane. also time the stoplight so that traffic flows smoothly rather than backing up as it so frequently dose now during rush hour. Force the owner of the existing oil production facilities to relocate their above ground wells to below grade well cellars similar to what is on THUMS islands then, remove the above ground pumps and piping and remediate and clan up all of the past pollution

the wet lands should be preserved by being turned into a park with bike trails. The hideous pink hotel should be torn down and turned into high-end retail and condos

1. preserve the wet lands as stated in the original seadip plan.2. provide better water circulation for the wetlands by connecting the san Gabriel river with the Los Cerritos channel. allow the wetlands to flood according to the sea tides. 4. develop the wet lands so that wildlife will increase their habitat.5. no developing tourist/ recreational opportunities. no providing for variety of housing types7 no attracting high quality retail-7 create too much traiffic congestion.

as main thoroughfare to belmont shore/downtown/ beaches and boat launching, the traffic is extremely heavy on 2nd street and PCH at times. the coordination of the stop lights at Marina drive and PCH at 2nd street would be a huge improvement. preservation of the wetlands as an area for public enjoyment, similar to bolsa chica wetlands discourage residential building.

preservation-to create & maintain a natural habitat, something greatly needed throughout the Long Beach-Los Angeles area.

We have enough retail. Let Belmont Shore thrive as a local retail center. Restrict development to lower occupancy residential.

traffic dispersion, wetlands restoration, maximize use of existing development land improve waterfront connection

1. Restore wetlands.2. Replace hotel at 2ndf & PCH with a nice looking "boutique hotel" + some retail shops.3. Improve traffic flow through PCH/2nd Street intersection and through the "Iron Triangle" (7th/PCH/Bellflower)

Make better use of it, which DOES NOT include subdivisions or stretches of single-family homes and 1/4 acre lots. An environmental assessment should be done to see if wetland or habitat is necessary in the area.

Get a new hotel/motel built-make sure its more attractive . Home more independents, fewer franchises. Stores changes hands so quickly on 2nd Street, they are gone before they are visited by us.

traffic and parking are intolerable. Colorado lagoon and mothers beach are filthy from polluted water. overcrowded from too many apartments.

Build adequate parking for all four corners @ PCH & 2nd Street Replace hotel on SE corner with improved hotel shopping complex Leave wetlands intact between Loynes and Seal Beach/Long Beach border

The Home Depot Center and redevelopment of the hotel should move forward. Street landscaping from 2nd to 7th needs updating (look whats happening on Lkwd No . of airport). Convert part of wetlands to park and open to public.

I would welcome a high-end retail/hotel in the area-what exists now is so seedy...PCH from 2nd St/Westminster north is trashy-Palm trees are in desperate need of trimming-It makes me sick to see beautiful egrets stalking their dinner in dirty pools of filthy water!

Restore the Los Cerritos wetlands per the Los Cerritos Wetlands Landtrust proposal.

Better traffic planning.

I believe the basic tenant for providing low-rise Suburban-type development works for the Community. I think a very careful strategic plan needs to be developed to protect the ecology will enhancing suburban development. Possible attractive signage greeting visitors into Long Beach. Better traffic flow alternatives. Maybe some nature trails through the wetlands so resident s and visitors could enjoy what the southeast corner of Long Beach offers our community.

More trees, less traffic, better traffic speed enforcement. Update the Seaport Hotel.

The intersection @ PCH & 2nd Street -Seaport Village is an eyesore - see next page.

higher end retail that is in long beach. to shop at high end retail one must go out of long beach. with so many higher income people living in that area , there should be higher end reatil.

leave it alone

I am happy with it as it is but would like to see what improvements the seadip committee has in mind. the bottle neck at 2nd and PCH is of major importance

extend studebaker to PCH !!help traffic at PCH and 2nd preserve balance of the area as wetlands

Need faster stop light @PCH & 2nd Street/Westminster. Can take 10 minutes in summer to get across this light from Naples direction.

Landscape - paint bridge - beautify.

Relieve traffic congestion. The potential for increased traffic congestion imposes sa major constraint on development density. No high-rise or higher density development catering to a regional market should be considered.

Encourage new commercial development and improve traffic flow, particularly at PCH and 2nd Street and PCH & 7th Street.

Return to nature all the undeveloped area. Find alternative traffic.

Traffic should be controlled, not increased! Keep and sustain the wetlands. Increase bicycle access and walking areas,

We must preserve wetlands and open space in order to improve/retain the quality of life in an already developed urban community. We already have two very convenient Home Depot centers.

I would like to see: 1. Small parks 2. Park with access to wetlands area. 3. 3-4 story max height of commercial 4. Boutique Hotels

The undeveloped land (wetlands) should not be developed. The Seaport Marina could be spruced up by some architectural screening of unsightly views--& beautiful landscaping.

Control traffic Improve water quality (Colorado Lagoon & Alamitos Bay) Enhance wetlands

-landscaping-respect for green space-preservation of environment-recycle bins on sidewalks

RESTORE THE WETLANDS! Add a bikepath/ running path. Do not add any Big Box Stores, Home Depots or high density housing. Let this area that used to be wetlands be restored to the beauty we see as we drive on PCH toward Huntington Beach. As for PCH & 2nd, please use caution when replacing the Seaport Hotel-I would like a Boutique Hotel with retail (high-end) to replace it.

Prohibit further development. Put stop signs at every intersection.

Limit development. Increase outdoor venues and natural areas. PROTECT WETLANDS!

1. Clean up the wetlands from trash. 2. Keep palms trimmed of dead fronds. Take unused equipment out 4. Protect the wetlands. 5. Improve the movement of cars through 2nd & PCH intersection by working with CalTrans

Develop, but don't over develop. 1. Home Depot would be great. 2. Parks 3. Some commercial 4. Some Resident

More retail and entertainment.

Restore to original wetlands. Make oil companies help pay for clean up & removal.

Some clean-up, some restoration.

Restore as much of original wetlands as possible.

cleanup Bixby Land/Oil Patch near 2nd & Studebaker.

Clean up Bixby Oil Patch property near 2nd & Studebaker.

I think smaller, independently owned businesses (fastest growing in the U.S., in news reports) would feed City funds, without undue traffic. Again, Seal Beach is able to do this (understood, they lack our crime, etc.) and they actually oppose that Home Depot as way undercharging for the huge impact and City Mitigation required.

Redevelop the wetlands.

Increase the wetlands & make them more (i.e., completely) accessible to the public.

Follow the recommendations of the Los Cerritos Wetlands Trust.

Restoring the wetlands will benefit everyone.

recreate wetlands & access to the San Gabriel River

Adopt the plan promoted by Los Cerritos Wetlands Land Trust!!!

Keep wetlands. Forget development

Low rise re-development. Maintain open space.

Redevelop currently developed property in same or less intensive use. Purchase and restore natural and undeveloped areas!

We feel very strongly that the Los Cerritos Wetlands should be preserved and restored as planned by the Wetlands Trust. No additional retail added there is more than enough now!

Restore the wetlands. Open space rather than developed, no more development.

-Remove unsightly infrastructure including power plant, outdated oil pumps-Add greenery (e.g. trees, plants, indigenous to area)

Restore the wetlands as per the plans of the Los Cerritos Wetlands Trust!

Limit development preserve & restore the Los Cerritos Wetlands.

Delineate the Wetlands and Restore.

Preserve the wetlands. Restore the open space. Remove the oil wells and storage tanks. Configure commercial development to existing frontage along PCH. Stop widening streets. Install bike lanes and walking paths.

save the wetlands

restore the wetlands to the fullest extent.

Restore and protect the wetlands. We need this for more fish nurseries and all wildlife.

Restore wetlands Mitigate traffic Redevelop dilapidated properties (Seaport Marina Hotel & Golden Sails)

In my opinion, there is no reason to go there. Take out the oil pumps. I would go to view wildlife with my kids.

Wetlands, please! Preserve and provide for nature!

Remove old oil machineries-improve traffic-better retail

-Have a traffic plan in place in concurrence with CALTRANS.-Screen off the oil field areas to make it more of a wetland.

Clean up and restore wetlands-tear down Seaport Marina Hotel

TEAR DOWN SEAPORT VILLAGE HOTEL AND REPLACE WITH BOUTIQUE HOTEL, CONDOS, APARTMENTS, NO MORE RETAIL OR RESTAURANTS.

\*The City needs a visionary master plan for the entire south-east side of Long Beach. The City should apply the same concepts as the original LCP which were: "Development of the subject must be comprehensive and integrated, with the balance sought between the issues of land use, density, traffic, and environmental issues, and physical impacts."\*Any changes to SEADIP should lessen the impact of increased traffic on fragile coastal neighborhoods and recognize the fact that there is little unused capacity available in the street system.\*Restore the wetlands. This will improve the visual character of the entire area-zoning+location determines land value. Recognize that rezoning first (next to degraded oil fields/wetlands) will only increase land cost for developers who then need to again increase density/usage to make a profit. However, proximity to water and restored wetlands are assets that will naturally increase land value and attract high quality development projects with minimal changes to density/usage and lessen impact on the environment.

Restoration of the wetlands has to be the #1 priority, when I drive by the Bolsa Chica wetlands I always think how wonderful for our City it would be if our wetlands were restored. Any rezoning and planning has to have the first step be the defining of the wetlands and a plan for restoration. Only then can we talk about future development.

Nothing. Leave it as it is

Drainage seems to be an issue along with street repair.

One word: Higginbotham! Time for bold measures. Expand the port. Use the reserve to clean up the beaches. Make Long Beach an example of what a Southern California beach city can be--Not a toilet for the rest of LA.

See next page.

Restore wetlands.

Preserve & protect our wetlands.

There must be a balance between development and conservation. Please remind yourselves, we live under a free enterprise entrepreneurial economic system not a European socialist system.

Extend Studebaker to PCH!! Help traffic at PCH & 2nd. Preserve balance of area as wetlands.

I am happy with it as it is but would like to see what improvements the SEADIP committee has in mind. The bottleneck at 2nd & PCH is of major importance.

1) Keep the traffic flowing 2) Only allow low rise development Do not ruin this area with 15 story apartments like downtown.

Develop a Los Cerritos Wetlands improvement plan to manage the environment. Such a plan would focus on tidelands on the wetlands where Long Beach bears responsibility. The plan would also take account of property where owners cooperate.

High-end housing (single-family) and high end commercial, a beautiful boutique hotel.

Make it more beautiful -don't ruin it with more condos, shops, etc.

Total responses to this question: 615

Question No. 7: Are there any sites in this area that are poorly maintained or under-utilized that you think should be redeveloped or undergo major renovations? How would you like to see those properties improved?

#### Open Text Responses:

The old hotels on PCH should be redeveloped as high density, high end housing, timeshares, or boutique resort hotels. The commercial developments, i.e., MarketPlace, Marina Pacifica and Wild Oats could be redesigned with structured parking with high end condos or apartments added to support a more balanced environment with transit, bicycles and pedestrians emphasized. New development fees could be used to pay for wetlands restoration and public recreational, mobility and art amenities.

Obviously there are some properties that do not reflect Long Beach's future. Seaport Marina, the Best Western, Gas Lamp all could use some help. Also all that on grade parking; along the Marina, in front of Marina Pacifica and around the Marketplace. Not the best use of available land

Poorly maintained commercial properties should not be an excuse to develop high density projects. How about enforcing anti-dumping and property maintenance codes? Destroying trees covering industrial tanks? I'd like to see a small hotel (35 ft) at SEAPORT Marina and Golden Sails. Restore the entire wetlands. Keep the marketplace and marina as is. The area is cutoff and cannot even support a Best Buy or Loemanns without sales tax kickbacks. How much development can the area sustain without causing traffic gridlock?

#### Wetland restoration and road improvements

Long Beach does not have a major medium-to-high end mall. The combination of Marketplace, Marina Pacifica, and the Seaport Marina site offers the long-range opportunity to investigate a "park-once", pedestrian-connected critical mass of shopping opportunities that does not exist nearby. Some kind of symbolic and actual pedestrian connection offers a gateway opportunity and an ability to keep sales tax dollars in Long Beach. Furthermore, a regional destination recreational opportunity on the Bixby Oil site behind In-N-Out could be integrated. Housing and hotel, if a part, should be in thin, elegant towers over the hotel retail site. Expand zoning on that site in exchange for the connections to the other retail centers. Think big. Think what's right. Listen to the community but challenge them to look at a big opportunity. Some will say no to everything just in selfish interests. Let's rise above that.

The Seaport Marina hotel is a magnet for illegal activity. Working in an agency charged with protecting children and public welfare, I can't count the numerous times that my agency has been called in to that hotel. I would like to see it replaced but not with a high rise hotel. I also believe that the wetlands could be made into more clear nature preserves and have walking or biking pathways.

I am happy with under-utilized areas. I am convinced that if areas are redeveloped that the city will redevelop them for commercial use. We need to stop thinking commercially based and think more beautification and creativity.

The oil extraction mess is the main problem. Restoring the wetlands would be beautiful.

minimal impact, low density, 1-2 story development of hotel site at 2nd street & PCH

refer to item # 2.

The oil lands on the north side of PCH are ugly and not well developed, clear up to Loynes Drive. A mix of housing and green space, plus commercial and business, perhaps a business park, would beautify the area and increase its value to nearby residents. A home improvement store where the old storage tanks are would be useful to residents of southeast Long Beach and Seal Beach.

SeaPort should be torn down and replaced with a boutique hotel and high-end retail. Golden Shores and the mobile home park should be replaced with high-end retail. Wetlands need to be restored long term, but cleaned up short term. Every median needs to be landscaped. Massive litter removal programs need to be implemented.

The Bixby Property and the Seaport Marina Hotel Bixby Wildlife, park and some retail Hotel tear it down new hotel and upscale retail

Marina hotel.

Seaport Marina Hotel--demolish it! Build high quality retail and link it with the waterfront, Marketplace, Marina Shores, Marina Pacifica, and the wetlands. The Wetlands--restore them, build a nature trail and community center, etc. Link with surrounding commercial sites to develop a "destination" for visitors of all types." Pumpkin Patch"--develop or use land to extend Stud baker Rd. around the Marketplace in order to mitigate traffic congestion. Albertson's/City National--upgrade this corner and link it with the redevelopment of the Seaport Marina Hotel property/Marina Pacifica/Marketplace.

the marina hotel - torn down and replace with upscale retail/housing

Wetlands need to be restored

1. Seaport Marina hotel site - redevelop it. I don't care if there's housing included or not, just tear it down!. Hoof's Hut is an embarrassment and needs to be redeveloped. The tank farm (former Home Depot site) is PERFECT for big box uses. 4. Best Western and Gas Lamp - should be redeveloped. Pumpkin Patch - allow new retail or office development here, please. Shopkeeper Road extension - please build it for mobility sake!

The adjoining oil fields are very unattractive for a gateway entrance to the city along with the corner of the Seaport Marina Hotel.

the hotel on 2nd and pch

The SeaPort Marina Hotel. Bulldoze it. Also, the restaurants on the marina aren't too great. Make better use of that space with more interesting and upscale dining. Also, the corner with Hof's Hut and whatever bank that is could use some improvement. Looks old and ugly.

Seaport Marina Motel area. All other open space should be preserved and naturalized.

The WOW center is a huge waste of space and poor design, as is the Albertsons/Hoffs Hut center, and the Seaport Marina Hotel (this place is awful!). The market place is also outdated and in need of a redevelopment. The area would do well using Santa Barbara, La Jolla, and San Juan Capistrano as models for redevelopment. Spanish Revival architecture is perfectly suited for a beach community of this kind and is appealing to high end retail like Williams Sonoma, Pottery Barn, and Restoration Hardware style shops this area is in need of. We have to either drive to South Coast Plaza or Los Angeles to access these types of stores - that is silly for a city the size of Long Beach with its assets in potential land development here in the southeast area. It is time for Long Beach to step up to the plate and be an example of smart development not poor land use and wasted space.

See above regarding wetlands. No more housing until traffic problems solved. Do not develop Bixby Land oil area or land behind the Marketplace. I am sure that the development of Boeing property is going to impact area without adding additional housing. Could Seaport Marina hotel be developed into resort with emphasis on sailing and recreational boating rather than surfing like the new resorts in Huntington Beach.

As stated above: Wetlands. (very precious) should be restored which your "survey" pays little attention to. Seaport Marina torn down and made into a low-rise resort-Boutique hotel (read Santa Monica, Manhattan, Laguna, Carmel)

-The old hotel at the corner of PCH and 2nd looks especially bad when looking from the NW to the SE (all the equipment).-The roadside and palms look horrible and like rat hotels along the east side of 2nd St. just before the turn bay left onto Studebaker. It's a wonder the wires never set anything on fire there.-Underutilized: the wetlands should be a place to visit like down the PCH in Bolsa Chica where there are paths to walk along and see the water and birds from closer in.

Steam plant - hidden with landscaping Seaport Hotel - modernized, small boutique look without the boutique prices Wetlands look like neglected wasteland Golden Sails Hotel (or Best Western?) needs fresh look

Everything below would be subject to the overall open space and design parameters - NO EXCEPTIONS. Marina Pacifica: Open it back up to the water. Realistically, this means allowing a low/medium housing component and removal of big-box retailers. Seaport Marina: Hotel usage with public amenities and design that responds to the unique site. Pa's Pumpkin Patch: I would trade that land (and, yes, commercial development rights) to the owners of the Market Place in return for the back stretch of their property so I can widen shopkeeper without encroaching on the wetlands issue. Note: Special development rights would by their very nature allow for design and open space variances. Best Western/Golden Sails/Gaslamp: Allow low/medium housing component and some commercial.

SeaPort Marina hotel. This would be a great location for higher end shops, although traffic mitigation would also need to be studied.

There are real, dilapidated areas in Long Beach in dire need of attention, not the SEADIP area. Why are city officials focused on the SEADIP area, when these other areas continue to be ignored??

The Seaport Marina Hotel. Strong retail that compliments 2nd street (not competes) with a residential or hotel component. This should have a direct link to the marina. Having a parking lot fronting the Marina south of the Seaport Marina Hotel and Marina Shores so that cars can have a view of the water is the most underutilized and outdated use of land. The Marina Pacific Mall does not front the water, it could be anywhere in the US, the surface parking lot is not an efficient use of land. Suggesting a Home Depot without an overall vision to SEADIP, is another inappropriate idea. Instead of making the intersection of PCH and Second Street larger and less pedestrian friendly, Studebaker and Shopkeeper road should be linked to PCH to disperse traffic. Golden Sails is another site that could be more dense/pedestrian friendly/mixed in use

Seaport Marina Hotel can be updated as a more modern hotel/conference center.

1. Create bike and walking paths through the wetlands. Allow the State California to develop the Wet Lands as done in Huntington Beach between Warner Ave and the Bluffs along Pacific Coast Highway. Our City Parks and Recreation along with the Marine Depts. could accomplish the same. No Parking, Restrooms, Picnic Tables nor Seating. Need Trash Receptacles Allow the Wet Lands to flood with the tides. (Cut the Channel from the San Gabriel River to the Los Cerritos Channel).6. Get the Power Plant Operator to clean up the trash the accumulates in Los Cerritos Channel's. The AES Tank Farm is an eye sore; and poorly maintained at Loynes and Studebaker Rd. as a part of the Wet Lands. How many of those Tanks Contents have leaked into the Wetlands? That should be cleaned up. No availability of overnight accommodations in the SEADIP.9. No type of overnight accommodations (e.g., hotels) would be allowed in the SEADIP area?10. NO commercial uses and services would be allowed in the SEADIP.11. NO new commercial development in SEADIP.

The hideous pink hotel should be leveled and turned into retail and condos. The bank on the corner of PCH and second street is an eye sore. The Bixby Wetland look horrible and should be cleaned up and turned into a park-like setting with bike paths. In Long Beach during the Art Deco and Spanish Revival period we seemed to have a priority for nice architecture, but postmodern stuff looks horrible. If we could maintain some sense of style, such as imitating the Spanish style of the 20s with red tile roofs and stucco, Long Beach would look better.

Like I said previously, all of the above ground pumping stations should be relocated to one small well cellar, from which new, higher production oil wells can be directionally drilled. The footprint of the new well cellar will be much smaller. The new wells would replace the existing above ground wells which should then be abandoned and remediated. If you would like to see a good example of what I am talking about, visit the Warren E&P on PCH in Wilmington. They are doing the exact thing I am describing on an old Exxon site. A spider web of oil wells and pumps is being relocated from the surrounding neighborhoods to one small area less than 1/2 block square.

#### Simms Pond

I would like to see a replacement for the Golden Sales Hotel. I think an upscale hotel and boutique like areas would be great there. I do not want to see a Home Depot any where in the area. I lived in Lakewood Village before and after Home Depot was built. I saw the neighborhood and surrounding area affected drastically by this and I do not want to see it happen again.

Lots of places could be improved with better street maintenance, more trees. The Edison people could block some of their industrial facility by using trees. (Note: Having a Home Depot here makes it worse, not better.)

Seaport Marina hotel is an eyesore in all respects and does not present a good image for visitors entering LB from the east on Second Street. The Bixby Ranch Land. It is not wetlands and we need to be more realistic about what is actually wetlands. Develop it into something attractive instead of an oil field.

LEAVE THE AREA AS IT IS, UNLESS YOU'RE GOING TO SERIOUSLY CONSIDER RECONFIGURING THE BREAKWATER

The present Seaport Marina hotel could be renovated into a first-class tourist hotel with attractive landscaping

The alleys need better maintenance.

Loynes drive is built on a landfill and cannot sustain an increase in traffic.

I think the Home Depot project with the improvements and traffic mitigation would be a great improvement. I would like to see the green strip park as proposed in the current SEADIP update along the wetlands area. An improvement on the sea port marina hotel property is a must

Sites: The Bixby Ranch property                      The former Edison power plant area  
Would prefer these be used for wetlands restoration. Where appropriate some areas could be developed for recreational use. Keep retail/commercial development to an absolute minimum.

Areas with oil wells, standing water, untrimmed trees, could be improved.

remove tanks from the properties along Studebaker, convert them to wetlands and public recreation. replace or renovate the seaport marina hotel with a SIMILAR property: another low-rise hotel.

1) A sewer corridor installed along Studebaker Road. 2) The Studebaker Road bridge over 7th Ave. should be replaced with a wider bridge. 3) Loynes Drive should be closed to thru traffic. 4) Studebaker Road should provide a bike path linkage between the UPE Park and the San Gabriel River greenbelt.

The Seaport Marina Hotel should be replaced, but NOT with a high-rise.

As it appears now, the wetlands look like nothing more than an abandoned oil site, with weeds, chain link fences, mounds of unsightly dirt and derricks. The whole area needs to be cleaned up. It looks like a 3rd world country.

The Seaport hotel area and Albertson's shopping center at the corner of 2nd street and PCH. This is an area that needs to be cleaned up and is a great opportunity to bring in some sales tax revenue. There are a lot of million dollar and up neighborhoods in this area whose residents go to other cities to spend money. Long Beach has a lack of high-end shopping. I'd like to see something the quality of "Fashion Island" (Newport Beach). The developers should be required to pay for street/infrastructure improvements. Again, a great opportunity for sales-tax revenue should not be wasted.

I liked the idea of development of the Seaport Marina Hotel into mixed retail/housing/entertainment. However, if the "pumpkin patch" was also to be developed I would disapprove. Our infrastructure just can't handle it and it would be an ugly blight of over development.

seaport marina

seaport marina

Marina Pacifica - why does its back face the water??? What a missed opportunity to take advantage of that waterfront property. Also, riding a bike on PCH is a death wish, some good bike lanes would be terrific! And of course, tackling the problem of the hotel at 2nd and PCH. Would love to see a remodel turning into a cool little boutique hotel. And OF COURSE I'd love to see the Wetlands restored and accessible! Would also love to see better bike lanes and pedestrian walkways lining the rivers, rather than old crappy chain link fences.

The community garden just north of 7th could be rejuvenated. Also, the streets are riddled with pot holes in the entire area

Update the property on 2nd and PCH.

Seaport Marina hotel, Gaslamp bar and Golden Sails hotel (this one just needs to be redone, it's a good location for a hotel and we need a good sized hotel in the area)

NO

NO

NO

SW and NE corners of PCH and Second Street are eyesores. Studebaker between Second and Seventh is an ugly welcome to our city.

Wetlands need to be restored on property that was previously oil producing or oil and fuel storage. Boutique hotel should be built on corner of 2nd and PCH, and open space should be required to provide walking, parking and playing near the Bay for the public.

We need a sidewalk down Studebaker Road. We need a sidewalk all along 2nd Street, from PCH to San Gabriel Riverway. We need better pedestrian access. We need to close Loynes Drive.

Again, the Seaport Marina Hotel should be rebuilt in the same scale (low rise) but should remain a hotel and be nicely landscaped. The owners have allowed this to look like a dump, and sadly the City has not required better maintenance. Even as it exists, it could look better. The Golden Sails Hotel needs refurbishing, but again it should remain a hotel and low rise. Marina Pacific with its "blockbuster" type sign is unattractive, it should be lower. The Wetlands should be purchased for public open space as a treasure to the City and should be restored. The power plants should move to another location and this area made part of the Wetlands.

1. Northeast corner of PCH and Loynes Drive (Hotel/Gaslamp). Replace with no more density and no increase in height. 2. Southeast corner of PCH and 2nd St. (Existing Hotel). Replace with low rise boutique hotel, boutique retail, upscale dining, all with no more density than existing and no increase in height.

Golden Sails, Marina Pacifica, Marketplace

How about turning the the hotel on 2nd and PCH into a creative living environment (apartment buildings or similar) that is rent-controlled and affordable to the average Long Beach resident? It could be a community close to the water, Belmont Shore, wild lands and the movie theatres.

There are pretty much no sidewalks around the Dean/Bryant/LCWA properties. A person has to walk in the street to get around these areas. Also, There are 45 acres of pristine salt marsh habitat on the Dean property that the public never gets to see. people would come from miles to visit this wetland.

The wetlands areas should be maintained within certain standards that are normal in any city. The tank farm should be cleaned up by Edison with the unused tanks completely removed. The grounds should be cleaned according to EPA standards with independent surveyors used to determine the extent of the soil contamination. The Seaport Marina Hotel should be replaced with a modern, high end hotel with the same height restrictions.

Parking lot in basin 4 needs resurfacing. Drainage on Appian Way and Rafael has been a constant problem for 15 years. Long Beach chooses the "band-aid" approach vs. repairing it the right way.

Studebaker road should be continued past 2nd St (Westminster) and connect to PCH south of the Market Place. This would relieve traffic on 2nd St and PCH, the most congested intersection in the city. Pot holes, broken curbs and sidewalks are also a serious problem.

Our sidewalks and seawalls are a joke.

Hotel on 2nd and coast hwy needs to be improved even though it is being considered for other use

I am not quite sure, even after looking at the maps provided, what exact areas you are asking about. Certainly, there are cracks and ruts in cement, and things that could be improved, but generally, the Southeast area of Long Beach is pretty lucky! Looking at the next question, I will comment that there are some other hotels up PCH that have a variety of price points, but none that are truly nice. As a gateway from Orange County, and off the 22/405/605 freeways, the corner of PCH and 2nd is the ideal place to make a dramatic statement as far as a boutique or resort type hotel. It should really have a focal point on the corner, such as a large fountain, but one that could easily be seen around, as visibility is crucial on such a busy corner. It would also be lovely to have some green grass and flower borders built up, as it is at Marina Pacifica, and the entrance to Trader Joe's. A classy hotel, that takes advantage of the water view, and accessibility of PCH.

Marina Park and tennis courts

See previous comments regarding areas adjacent to Westminster Blvd and the power plants on Studebaker. Also, sidewalks and streets on Naples island are in generally bad repair. Seawall on Naples Island, although under repair in some areas, continues to deteriorate in others.

Access to the wet lands, possible walking trails,

THE PUMPKIN PATCH AS IT IS CALLED SHOULD BE DEVELOPED FOR RETAIL BUT ONLY AFTER SHOPKEEPERS ROAD IS REDESIGNED TO CONNECT WITH PCH. STUDEBAKER ROAD SHOULD ALSO BE EXTENDED TO PCH

the Bixby property, the motor home park

The Seaport Marina site is the most obvious, but it needs to be developed with concern for the surrounding community and not in a high-rise manner . Condominiums are not a responsible option since traffic is already at near gridlock at that intersection. A boutique hotel is one option. High end retail is not realistic. There has been some very high end retail in the other shopping centers and have gone out of business due to lack of sales. Look at the rental records of both Marina Pacifica and The Marketplace.

Seaport Marina hotel needs to be upgraded or new hotel put there.

No new development.

The Los Cerritos Wetlands is an area of public interest in the form of recreation with potential of aesthetic charm if the wetlands were restored and enhanced. The bike path would be a lot nicer if the scenery was more natural and pristine. People would enjoy a walking path through the wetland complex for nature walks, public education for all levels of schooling, and bird watching.

The most important priority should be maintaining the wetlands and the beaches.

Seaport Marina is the top eye sore in the area, although the out buildings of the gas/oil companies that have locations within the wetlands area are no beauties either. What amazes me is the fact that all the parking in the various mall and business sites in the impact zone are mostly single level open air parking. I do not understanding why parking structures can not be incorporated into the design of the various sites, parking below and shopping, open air walk ways and mini parks above. Multi tiered access, parking and shopping housed within construction that optimizes on the beauty of this unique area, making the experience a tourist and local draw.

All properties that could be restored to natural habitat should be so improved. The oil properties should be cleaned up to mitigate pollution and enhanced.

Sea Port Marina Hotel at Second St & PCH. IT SHOULD NOT BE CONVERTED TO HUNDRED OF CONDOMINIUMS. This type of over-building will overpopulate the area, strain local capacity at support stores e.g. markets and pharmacies and add to traffic congestion at key intersections and traffic corridors e.g. freeway access from Second St to Studebaker Ave to 7th Street and the freeway.

I think there could be more inviting opportunities in the wetlands area, if possible. I would expand Farmer's Market. The Marina Pacifica hotel is a great shell for a boutique hotel. I would NOT tear it down but would utilize the existing structures. This is a classic example of mid-century modern and this should be used to its benefit. So I would try cosmetic upgrades and put money into the grounds around it, to make it more of a retreat-type environment. To tear it down and build another structure with terrible architecture and appeal -- like Aqua or the New Pike -- would be a huge mistake. And we certainly don't need to cram in multi-use activities into one site. It is unique because it is sprawling and sited well. Please don't ruin that for something typical and boring.

As stated before, the oil field area outlined above should be forced by the city to maintain cleaner standards. Also, this area should be purchased by the Joint Rivers Authority and converted back to Wetlands. In addition, AES needs to clean up their act and beautify their plant along Studebaker Road. In this same area, the property owned by Tom Dean/Berger that was proposed for a Home Depot also needs beautification since they pulled out all of the mature pine trees that used to line the road there while they were marketing the area as an "eyesore." It's time that the city pushed business to higher esthetic standards the way Signal Hill now does. Take a drive up there--you'll see a marked difference these days.

Remove oil derricks, clean up and restore wetlands/natural wild life habitats. perhaps provide some walking trails with minimal interference with natural habitat. It's great to have an area that is free of development.

The big pink motel is an embarrassment, and should be demo'd. There should be a green space there with trees for endangered shore birds such as the magnificent Great Blue Heron to nest. It could have walking paths through it. Humans are not the only creatures on our planet. Do we have to cover every square inch of green space with condos and stores???

Oil property east of PCH, between Loynes and Seal Beach city Limit

1) To me, the following properties are a blight: -Albertson's shopping center on PCH & 2nd-Seaport Hotel/Motel on PCH & 2nd-Best Western Motel on PCH across from Albertson's & Hof's-Buldings in General at 7th and Bellflower - low-end motels, liquor stores and bars-Stripmall at 7th and Bellflower with bar and other transient stores  
OPTIONS: 1) Teardown motels. Use the land for upscale apartments and condominiums  
2) Incorporate upscale shopping and grass beltways.  
3) GET RID OF THE SEEDY MOTELS / HOTELS. HOTEL SHOULD BE A BOUTIQUE OR RESORT HOTEL. POSSIBLY BOTH.

1. The Marina Hotel site at PCH and 2nd Street is in desperate need or redevelopment.

the seaport marina hotel should be demo'd and replaced with a similar hotel.

no opinion

The eastside of PCH from 2nd Street to Loynes The site of the current SeaPort Marina Hotel

Loynes avenue needs to be re-vamped. Mini-mall at corner of PCH and Loynes has poor appearance.

The motel on the corner of 2nd and PCH (Seaside Hotel I believe) is an incredible eyesore. It either needs to be demolished and raised anew or something else done with this property.

Seaport Marina Hotel, better hotel.

Area behind In & Out, and the Seaport hotel needs to be remodeled or replaced. A new hotel would be great for out of town guest. other hotels like the Western Hotel on PCH is not very nice.

Most of the properties are privately owned. Let the owners determine whether they should redevelop not the City. Why is the City getting involved in this change?

The old gas tanks on Studebaker should be removed and soil cleansed so parkway could be put in. At least a tree and plant area to hide it. Improve the Wetlands not destroy them.

See prior comment re Seaport Marina Hotel

Seaport Marina Hotel

Seaport Marina Hotel

Seaport Marina Hotel

Seaport Marina Hotel

wetlands area needs to be purchased, restored, and maintained. The hotel on the corner of PCH and second street is an eyesore.

Develop wetlands park at southeast corner of Loynes and Studebaker, with good parking, similar to the newer one on same channel just below PCH

No changes

Yes, greatest is the wetlands area.

2nd St. between PCH and Studebaker east side of PCH between 2nd St and Routh St. Which is next to Bahia marina (street sign now missing)

Open wetland

I think these are leading questions that promote development of the area. I know the city needs additional revenues, but we need to attract professional firms with better paying jobs and not put more retail or home development in the SEADIP area. I am glad to get rid of the WOW sign. I thought it was more obnoxious than the Seaport Marina Hotel. We need to preserve the wetlands, think green and natural looking for developments, keep them low to the ground, and attract high paying professional employment that would have minimal impact on traffic congestion. I see your leading questions continue below.

First, identify the wetlands. Second, improve traffic movement designs. Third, adopt a wetlands restoration plan.

The area as you enter the City off 7th St.

Leave alone.

Seaport Marina and Edgewater are old and past their prime. They should be replaced with newer hotels and or commercial

Golden Sails and Seaport Marina. Both those place could use some upgrading. Keep them as hotels, but get a better chain/operator.

The area on Studebaker near the DWP plant is very ugly. The street on Loynes is uneven and warped.

Areas at the beach & marine stadium could use landscaping and maintenance.

I would like to see improvements for biking and pedestrian traffic.

PCH & 2nd where Lennar project was going to be. Mixed use or commercial retail/restaurant.

7th street entry into Long Beach, 2nd & PCH

Oil Companies must be made responsible for eliminating the urban blight they cause.

East & south of PCH and Loynes to Studebaker, ugly site, clean up and develop into anything other than industrial use.

Improve the "tank farm" land and the hotel at PCH and 2nd st. Both are unattractive and serve no useful purpose.

most sidewalks in Los Alamitos Heights are seriously cracked and dangerous to pedestrians.

Marina Hotel corner of PCH/2nd, Motel 6/Jack in the Box on 7th/PCH, Its a grind/ Liquor store 7th/PCH, PCH/7th needs landscaping in center median in that area too.

Streets in E. Long Beach are not landscaped. There is a complete absence of landscaped center medians. the 7th street off ramp to the 22 freeway a gateway to the city is abysmal. the market place has such potential upside if converted to an upscale outdoor retail center similar to Paseo Colorado in Pasadena.

The Marina Hotel, upscale boutique hotel or senior care facility.

Colorado St. should be reopened to PCH. Marina Hotel is a blight and waste of prime land. Improved hotel and comm'l space would be an asset to City. Increased tax revenue would balance increased traffic. Put throughway from Marina Dr. to PCH @ South end of project to mitigate increased traffic. Widen Marina Dr. to 2 lanes both ways

Seaport Marina Hotel is an eyesore

Marina Hotel should be replaced with a modern urban center

I believe a walk/bike trail could be developed to connect the Seal Beach trail to the LB/Bayshore/Peninsula beach trail. Given the proximity of Cal St. LB multiple elementary, middle & high schools. I think such development would be well received. Currently there is not access (except by car, or dangerously active sidewalks) to move through this area walking or biking. If such a trail existed, I would bicycle instead of drive my car. I also believe the SeaPort Marina property should undergo serious development. The corner gives an unsightly appearance to an otherwise progressive, current area.

The tank farms are very ugly

Seaport Hotel (name?) It's a true eyesore located on a very desirable piece of land.

Rebuild Loynes Drive.

Would like to see a Marriott Courtyard go in on PCH in place of the old Golden Sails. A quality boutique hotel in place of the Seaport Marina Hotel. Keep Home Depot and density (high) housing out of the area. The Pike Project is undoable for any but those who live in downtown and can walk. Parking is a total rip-off. The City Council needs to hear this over and over every day. It stinks. Borders has chosen to put in a store that has no music dept. to speak of. The parking lot at Los Altos Center is a deathtrap. As is the Trader Joes parking lot in the Marina.

Could you ask a broader, more complex question? I could write you a book but I don't have the time.

All Long Beach streets.

I believe that saving and restoring the wetlands is the #1 overwhelming priority this city has ample room in less environmentally sensitive areas. Our wetlands present an opportunity to develop our city to improve the quality of life to its residents. The wetlands could be improved with paths, observation areas and the live. Our students from our schools could go there to learn about this fragile ecosystem. The rest of the area is modestly developed and conducive to reasonable economic opportunity that doesn't overwhelm the wetlands and the nearby neighborhoods, like mine.

Hotel on Westminster and PCH poor condition. Turn into small boutique high-end shops. Not housing or any big box retail.

The hotel is a wreck, the oil operations are an eyesore.

Restore and enlarge wetlands areas.

I chose the area I moved to by the appearance of the streets, now Flint needs a lot of repair.

Seaport Hotel, Golden Sails Hotel, Oil Fields

The wetlands are an eyesore and a joke. Get rid of the pink monstrosity called the Seaport Marina Hotel. Lets get some high end housing, offices, retail and restaurants.

Again there's already a lot of nice and nice looking retail places. Maybe some more condos and perhaps some nice office buildings. Long Beach is a beach city. It's one of our greatest assets and draws a restored and beautiful wetland area with a visitor center, paths and areas maybe even a small facility tied to CSULB and the Aquarium would be a perfect fit.

Seaport Marina Hotel site should be maintained as hotel location through zoning and development must have limited height and protect all adjacent wetlands.

Edgewater and Seaport Marina Hotel.

The parking lot at Whole Foods is way too tight. I have a compact car, even it has trouble with the turning space into parking places. SUV's? Please, who calculated these spaces? All three areas, (Marina Pacific, Marketplace, Whole Foods) have under utilized strip malls. The Market place lost Kitchen Prop because "Our customers don't eat at restaurants like these; there are no stores except for Trader Joes that attract our customers" There are no retail shops in these malls that I frequent, with the aforementioned exception. I shop in Orange County or online. I would prefer to shop locally, as would my neighbors. The trash on the beaches from the rivers needs to be eliminated ASAP. These beautiful beaches should NEVER have become dumping ground for the waste of inland cities. The downtown hotels are rarely full, the hotels here are a waste of beautiful land.

The whole beachfront is under utilized as a recreation destination and as a natural resource. Other beach cities seem so much better used/planned.

All of the property from Studebaker to PCH between 2nd and the water, High-end waterfront homes. How about a regular hotel.

Wetlands hotel

How many empty stores are there in the Marketplace this year? Finding stable tenants would seem to be a problem, not building more stores to face vacancies.

The undeveloped land flanking 2nd Westminster between PCH and Studebaker is a mess. Chain link fencing, untrimmed palms, weeds, etc. Develop it! Also, 7th St. exit off the 22/605/405 is a mess. Could there be a "Welcome to Long Beach" sign and landscaping?

I am not that familiar with the area to give a halfway intelligent answer. I do not frequent that area.

Roads seem well maintained, unlike 7th St. Area should be under-utilized as a wetland.

Other area off PCH/2nd low-key development due to traffic congestion.

The Seaport Marina is an eyesore. The Marina is underutilized and the parking lot is not exactly what you want to see next to a body of water. That is one of the City's greatest natural assets.

Empty Sumitomo Bank on 6th and Redondo -- developed into nice looking retail.

Seaport needs to be removed Albertsons should be moved to that site and act as an anchor for a new center, which includes City Bank, the real estate office and Hoff's hut. The land should be used to change the access to the boat launch and Marina Pacifica to take traffic pressure from 2nd & PCH.

Corners of Lakewood Ave/Sterns Ave Northeast corner especially.

Yes the park adjacent to Alamitos Heights and Lagoon, grass and park appear dirty and shotty.

Recreation Park's playground in on the 7th st side so pollution and traffic noise are deterrents for taking our grandkids there (move it) Colorado Lagoon has shade over the playground, but no swings. Kids love to swing (more swings) The maintenance facilities by Sims Pond are visible from PCH and a real eyesore (move them) Why can't the public enjoy Sims Pond? (create a trail) Plant more trees.

everything between Redondo Ave and Cherry and 4th and 7th

The wetlands or former wetlands between PCH and Studebaker should be protected, restored when possible, and made accessible to the public by trails and walkways.

no comment

Hotel on 2nd & PCH is an eyesore and should be developed as high end retail/ tourism attraction, also a good site for high end housing. Studebaker tank farm good site for Home Depot on Expo. This property is as ugly as sin and we need a hardware/design store in this area. I hate spending money in Signal Hill.

I would like to see new commercial bldg like Home Depot on Long Beach Blvd. The SEADIP area would benefit mainly from wetlands restoration where public can walk or kayak. The Seaport Marina Hotel should remain as is but upgraded from a rehabilitation and keep it's large open lawns. No high rise construction in the area.

Seaport Marina Hotel should be replaced with a newer hotel. Bixby Ranch Co. land should have some residential development on it, and the remainder should be restored Wetlands.

golden sails hotel area,

I think Marina Vista Park is gopher ridden and the field is becoming dangerous for recreational use. Seaport Marina Hotel is an eyesore at a very major intersection in our City and I would like to see that knocked down and something built at the location. The tank farm is definitely under-used and in need of clean-up and development.

Seaport Marina looks very shabby. It could be improved with some paint and other touches until someone comes up with an offer to build a really first-class, low-rise hotel.

No.

No.

The Seaport marina area, and the proposed Home Depot Center. They should be developed.

The wetlands should be restored, like Bolsa Chica or Upper Newport Bay. Hiking and biking would be great. That hotel at the southwest corner of PCH and 2nd could be redeveloped, sure.

Seaport Hotel- updated- but not OVER BUILT to create even more TRAFFIC

The oil storage tanks are poorly maintained. The motel is poorly maintained and the pumpkin/Christmas tree patch is poorly maintained. I want parks to replace all of those.

I would like to see more and safer bike paths in the area.

the hotel complex definitely needs to be redeveloped or renovated. move the parking so that it is not what people see as they enter the city of long beach. walking paths, bike paths developed similar to signal hill or orange county's Irvine area. shopping and perhaps restaurants.

The SeaPort Hotel seems under utilized for such a large area of land. I wonder how they can afford to stay in business? I DO NOT want to see more housing units go in there as that would impact the traffic problems. Perhaps we could attract a name hotel that would rebuild more attractive low-rise, possibly "green" building with natural decorations such as waterfalls, lots of low maintenance native plants. That corner is a gateway to Long Beach and should be beautiful while showing that the city cares about the environment. The area next to the river channel should be returned to a wetland area or used as a park. It's intermittent use as a Pumpkin and Christmas Tree Lot, while most of the year being brown and unattractive, makes it a poor gateway for Long Beach.

Bixby oil field is a dreadful eyesore. Can't city require them to clean it up?

A new distinctively designed ("sea-themed") hotel should be built on the site of the Seaport Marina Hotel. This development should include an iconic pedestrian bridge connecting the hotel to the Marina. The tank farm must go, possibly to be replaced with retail stores, but only if sufficient parking is provided, local surface streets are expanded to accommodate the additional motor vehicle traffic, and such construction is traded as a concession to setting aside all other undeveloped lands for natural habitat in perpetuity. Loynes Drive needs a more permanent fix, to avoid frequent regrading and unrealistically low speed limits. Major roads should be redesigned to accommodate bike paths so that all points of interest in the area are accessible by bike or on foot with minimal interactions with motor vehicles.

the market place is not user friendly. the trader joes brought in more customers, but the other end (near the movie theater) is not attractive to my family. we have small children and middle class income, we cant maneuver easily around the shopping area and businesses come and go so much, I never know what is there and still in business. I like it better than a big Wal-Mart or target though, the small shops are more appealing but the layout is just not easy to get through. if it was clearer what businesses are there, maybe better signs? I would walk around it more often.

#### Wetlands Streets

wetlands restoration, preservation, cultural-environmental education

Seaport Marina hotel needs to go. Marina parking lot could use some aesthetic touches, such as trees, more green space. Development of the Alamitos Bay marina is haphazard. The area where the Aqua Link docks is in need of a face lift. It now has a good variety of restaurants, though no retail shopping that might be attractive to visitors riding the Aqua Link. A high end hotel in Desert Hot Springs uses boats that dock inside the hotel lobby to take guests to dining venues on their property. This was innovative and delightful.

The old Edgewater looks dated, but my stay there was good. It was clean and comfortable. The undeveloped lands could stand some natural landscaping.

Seaport Marina Hotel, PCH and 2nd Street, and Marina parking areas rezoned and developed for public serving recreational and nature/lawn/bbq purposes. Total wetlands restoration under sponsorship of Las Alamitos Wetlands Land Trust sponsorship and provisions

Restore the wetlands.

Restore the wetlands.

Restore the wetlands.

improve the existing wetlands with no commercial business

There seem to be retail sites that are somewhat under-utilized, but perhaps that's because there are too many of them or they're not offering what people want. I don't think sticking in a bunch of new or different stores will help that much--at least in the present economic climate. I know the city needs revenue. Maybe even a "new" Pike in the form of a genuine amusement park would be better than more condos and Home Depots. That thing downtown is a disaster. It's just a bunch of restaurant chains that is not a replacement for an amusement park.

1. upgrade the Seaport Hotel to condos/ apartments with an affordable component.  
2. sidewalks that actually enter Marina Pacifica. 3. sidewalks that extend from Island village to the Market place 4. wetlands access, signage and parking. 5. PCH had spots for trees but no trees.

--wetlands along PCH-wetlands along Loynes-Freeway on-ramp area at 7th Street

We need trails through the wetlands in an environmentally sensitive way. Areas that are not part of wetlands need to be restored to enlarge wetlands.

The Seaport Marina should be demo'd and replaced with a similar hotel.

Again, the Seaport Marina Hotel should be rebuilt in the same scale (low rise) but should remain a hotel and be nicely landscaped. The owners have allowed this to look like a dump, and sadly the City has not required better maintenance. Even as it exists, it could look better. The Golden Sails Hotel needs refurbishing, but again it should remain a hotel and low rise. Marina Pacific with its "blockbuster" type sign is unattractive, it should be lower. The wetlands should be purchased for public open space as a treasure to the City and should be restored. The power plants should move to another location and this area made part of the wetlands.

Loynes drive is built on a landfill and cannot sustain an increase in traffic.

The alleys need better maintenance.

It is most important that a cohesive plan be established to restore the wetlands. No building/development of any type should occur until the area's natural needs are met.

If all the old oil derricks were taken out of the landscape, things will look much better.

Only the hotel at the corner of 2nd and PCH needs improvement. I suggest that it become a wetland again or at minimum a building that does not bring in more cars or is higher than it already is. Maybe make it look like the office building between Mimi's Cafe and the channel.

If the "pink elephant" is demolished for redevelopment of that land plot, the site should be approved for single-use, non-retail. Multi-use retail development will only degrade the area not enhance it. There are more than enough shopping plazas and restaurants in the area.

I've already stated that I'd like to see waterways and greenery with a park look.

restoration of the wetlands--

I would like to see the old Seaport Marina land as a park or low impact shops and perhaps a small hotel

sea port marina area - but not the addition of a high rise, I think should maintain tree level structures to keep the sky clear

Wetlands, trails, restore natural habitat, etc.

We have long talked of extending Studebaker to PCH. That might help for movement of cars but not if it infringes on the wetlands. The boardwalk along the Peninsula often needs improved maintenance. The retail areas are all well designed and where possible take advantage of the ocean views. Is there some way to get cars into garages south of Second Street?? It is imperative that no further razing of Second Street retail occur to make room for financial institutions, i.e. WaMu, B of A, etc. The street needs to retain its walking nature with lots of independent retail and restaurants.

restore as much area as possible to wetlands - clean up the entire area - get rid of the non-native plants and plant natives - the area is an eyesore and should be dynamite!

The natural and open spaces are terribly neglected -- as if their neglect is part of an overall plan to reduce the inherent value the open space for the well-being of the environment (We've seen this type of intentional neglect before...the paved parking area which was where the Pike is now was left that way for 20 years simply awaiting a development plan; then the city cited that very lack of active use as a rationale for bringing in the non-conforming uses which exist there today.)

remove overhead power lines keep the wetlands open ---do not allow building

Hellman property could be restored to its original condition.

Obviously, Seaport Marina hotel needs to be replaced, but not with a high density housing/hotel/retail complex.

Restore wetland areas.

Tear down the hotel at 2nd and PCH, replace it with green space and permanent home for the farmers' market

restore the wetlands, clean up the oil areas

All of the properties in the areas that you have identified need to be improved - Market Place Shopping Center - poor parking; Marina Pacifica - poor retail, Golden Sales - old hotel, Oil containers along Studebaker - eyesore, wetlands - poorly maintained. You cannot improve them without someone paying for them - that is the bottom line.

The Seaport Marina Hotel could use upgrading, but no added retail or height. The Marina Pacifica shopping area is a disaster as far as utilizing the waterfront and access to parking.

The area off Studebaker/Westminster....

- The tank farm could be developed to a Business Park or retirement home, but NOT a commercial center!

I believe the areas around the Seaport Marina Inn and the water processing plant are poorly developed, and poor use of the space. In a like manner. Further, human commuting flow needs to be improved, with as much encouragement for bike travel as possible

No!

Everything along Studebaker Road is a mess. Along Westminster Avenue is also a mess and needs clean up. PCH North of Westminster Avenue is a waste and should be cleaned up and utilized.

As I stated above, I would like to see the old Golden Sails Hotel, the trailer park behind it, and the small marina all eliminated and then incorporated into the wetland restoration. In fact, if that were done, then there would be little need for Loynes Ave which was poorly planned anyway having been built on top of an old landfill dump. I think the area of the defunct hotel on the corner of PCH and 2nd St. should be utilized for retail but there should be a set back or green space strip running along PCH. Also get rid of the In-and-Out Burger on the catty corner and restore that land to wetlands.

The oil extraction areas are underutilized and a visual blight. Restoration of this area would improve the appearance, benefit the environment and provide for recreation and tourism.

Retail and condos at the corner of PCH and 2nd.

The "Pumpkin Patch" should be developed into retail or office. The road behind that leads from 2nd Street into Traders Joe's should continue around and behind the center entering PCH. The Seaport Hotel needs to go with a plan for that limits retail and housing. This intersection has to be fixed first.

PINK MONSTER demolished and the site developed

yes, the home depot center is an excellent idea

The tank farm and environs. Allow some higher use before we get a truck terminal or, in another era, a foundry.

seaport marina is horrible. Put a high end retail there. "wetlands area" looks terrible. Clean up the trash, remove the chain link fencing, get rid of the oil wells. If this can't be done, put a perimeter of tall trees to hide the property.

Yes. The Seaport Marina Hotel is a dump. The Pumpkin Patch would be better utilized with upscale retail or entertainment venue.

The area where the Seaport Marina hotel is located. Specifically the Long Beach Yacht Sales facility. Why is that necessary in that location?

1. Restore and defend our local wetlands. 2. The constant acquisition of franchise outlets ruins the heart & soul of Long Beach

Sea Port Marina "pink hotel" needs to be torn down and re-developed. Albertsons market / Hoff's / real estate building - very ugly - needs a face-lift. Marketplace - ok - good retail. Pumpkin patch - good site for retail. No residential is needed in this area.

roads and street sidewalks and more trees and shrubs

I would like to see the leading developers have the confidence to approach Long Beach with the assurance their efforts will result in a dynamic project, not years of populist nagging from disgruntled NIMBY grinding

Again the eyesore Marina Hotel and the Golden Sails are both a disgrace. The oil storage at the end of Loynes is a mess, but please not another Home Depot...just what we don't need. And oh yes, how about fixing all the pot holes on 4th St. around the Colorado Lagoon. Why don't you charge people to use that facility. They come in from out of the City, use the facilities there and then leave their trash all over for the City to Clean up and the tax payers to pay for. CHARGE THEM at least to park.

The Seaport Eyesore.....Outdoor Space please. Retail if you must, but more like across the street with perhaps an installation of natural wetlands environments with educational information instead of just duck ponds. And let's get some locally owned retail in there with more of our essential Long Beach Character. How about Green Go Cart World? Seriously - we need to get very creative and wise about the environment and continue to be leaders in this great state in terms of Going Green! We could open the site for a hotel or motel but make them create an award winning Green Hotel space which educates the guests about all of Long Beach's amazing resources and how they are protected / harnessed by the Hotel.

Once again, Seaport Marina Hotel. The Marina area behind the old Golden Sails Hotel

I think that a reasonably sized development for the Marina Hotel is appropriate. This would include retail, some housing, and restaurants. The pumpkin patch lot could also be developed. consideration must be given to the density of any new development as traffic impact should be a major consideration.

What's the gig with all this redevelopment? I thought we were broke! Leave it alone and build parks.

See my previous answer -- just about everything around the Studebaker/2nd Street/Pacific Coast Highway triangle needs to be cleaned up! The corner where Seaport Marina Hotel resides needs major renovation. I am not opposed to the present plans for office/residential at that location.

Seaport Marina is an eyesore and could be renovated to be a upscale boutique hotel that fits in with the southeast neighborhood. Marina Pacifica could be renovated to be more user friendly

All along PCH, north side. The Marina Motel

No development of commercial and retail sites. We have that already. As mentioned previously, we need to move to protect the wetlands and take advantage of our assets - the waterways and rare undeveloped land. Let's propose additional parks and natural areas to attract tourism.

Tear down the Seaport Marina Hotel!!!!!! Replace with retail!!! Please!!! Improve the use of all the oil fields on both sides of Westminster Blvd. between Studebaker and PCH. Perhaps some parkland or recreational use? Not requesting housing...it's already congested down there unless you can provide better flow through of traffic.

Better traffic lights to keep 7th street traffic moving instead of bottlenecking at pch. Go ahead and get rid of storage tanks and put home depot. Better looking as long as infrastructure is updated. Update to condos and retail at Marina hotel.

The tank farm, proposed Home Depot site, is an eye sore but it's better left undeveloped than bringing in more retail and the associated traffic. If not a green area, how about a light industrial/manufacturing complex. Something that does not demand tremendous traffic impacts and does not involve heavy truck traffic deliveries during the late light or early morning hours. Also, find something that does not attract day laborers seeking employment. Despite Home Depot's stated policy, you can drive all over LA/OC and see Home Depots with small crowds of day laborers standing just off the property line, looking for work.

PCH, Studebaker & Loynes Road are highly underutilized & unattractive.

Seaport Hotel - Tear it down and put up another hotel and maybe a restaurant. Strip of land on 7th Street next to Kettering - it's an eyesore and is tagged regularly. Why not create a parkway to connect with Channel Park since many people walk their dogs there anyway?

The Seaport Marina hotel site has to be redeveloped. I would like to see this area developed in connection with the property across the street to create a "Fashion Island" in Long Beach. We are in need of high end retail in the Long Beach area. I would not be opposed to development that includes "Urban Living".

The entire wetlands/oil fields area and the oil storage tank area by Edison needs to be redeveloped and cleaned up. Whatever is put there should be low-density and include grass, flowers, trees and wetlands. This is the eastern entrance to Long Beach and to the boating and beach area. Pedestrian friendly retail and restaurants would be appropriate. If light industrial is included it should be screened from view with landscaping.

Marina Hotel is a bit of an eyesore. But it does not add significantly to traffic onto PCH and Second Street which both are overcrowded.

I would like to see the trees put back on the tank farm and a VERY low use commercial business NOT, NOT Home Depot. I would like the wetlands to be enlarged. I would also like both hotels on PCH upgraded but LOW density!! WE have friends who want to stay in a hotel in Long Beach (their boys play volleyball at CSULB) and they have to stay in Seal Beach to have a nice hotel to stay in.

the wetlands should be restored and opened to all with trails and recreation areas. Naples seawall needs repairs and Loynes should be re-compacted. a network of bicycle paths should be created along 2nd street, studebaker, loynes and the surrounding areas. I strongly encourage establishment of new parks.

The wetlands, including the areas of rotting oil storage tanks, need to be put to productive use. The area is not big enough to create a true, natural environment for wildlife, especially since it is in the middle of an environmentally unfriendly heavy industrial area. We need to accept the southeast region for what we have turned it in to over the last 20 years, a suburban neighborhood. Once we accept that, we can get on with the business of making it a great suburban neighborhood, including great recreation and retail.

1. Pave over Lois Lane, and keep an eye to preserving the trees. 2. Lifeguard towers on Belmont Shore beach and the walls are covered in graffiti. Improve, and remove the wall between the sidewalk and the parking lot. 3. Seaport Marina hotel, of course, but that's a completely different project.

Seaport Hotel - low density high end retail with adequate parking or high end restaurants

get rid of the hotel, get PCH looking better - who needs the Pumpkin Patch?? Add some more nice shops like in the MarketPlace. Also the marina parking lot looks shabby - upgrade this with nice benches and walking paths as well as a better parking area. and pave the streets for heavens sake!!

Yes, North of Westminster (2nd St.) and East of PCH. The areas near the streets are overgrown and not maintained and provide a terrible impression of Long Beach as vehicles enter from Seal Beach or Los Alamitos. I would like to see additional retail on that side of PCH as long as greenery is provided with the construction and the 20 ft setback is maintained.

Hotels, Trailer homes. Storage tanks and oil fields. See above.

Replace the Seaport Marina Hotel, landscape the open spaces that are the gateway to the city from the east.

SeaPort Marina hotel site. No more retail. Low rise condos. Permanently find way to level out Loynes between PCH and Studebaker before adding any retail development at power plant.

Restore the beaches by removing some of the breakwater.

The rusted tank farm on Studebaker would be much better as retail. The Golden Sails and Seaport Marina Hotels could be developed into something that belongs in our community. Boat moorings have been promised at the Belmont Pier, we are patiently waiting.

The oil storage tanks and oil wells are an eye sore

Extension of Studebaker to PCH across the wetlands. Renovation of the Marina hotel.

Seaport Marina Hotel = replace with retail, restaurants and perhaps some housing. The area behind In and Out could be developed into a beautiful park setting with restaurants and retail surrounding it. Right now it is of no benefit. Same for the property along Studebaker where Home Depot is proposed.

See comments above regarding hotels and open space cleanup. A park / nature area in the space bordered by Studebaker, Westminster, PCH and Loynes would be a great addition to the city.

The Hotel on the corner of 2nd St. and PCH needs to be demolished. I would like to see a non-high rise mixed use commercial residential at this site.

Restore more public access to the water (no preferential parking permits in beach or dock-adjacent lots.) No more "private" wildlife sanctuaries like Loynes/PCH.! Not a big fan of redevelopment. Tank farm should be cleaned up (by the PRPs, per state and federal law.) Tank farm site should be cleaned and used for housing or low-impact commercial. Property south of Loynes has had a lot of unpermitted dumping-- hold property owners responsible and CLEAN UP. I do not object to low-rise, mid-range hotels along PCH.

The Marina Shores (?) hotel on PCH & 2nd could be a real showplace, but it looks pretty dumpy. I am in favor of putting the home depot and other retail along Studebaker. All those power plants, etc. are quite ugly. If we can't agree on that, at least landscape that area to hide some of that industrial look. PCH, along the Bixby lease is pretty trashy looking too. That area could use some better landscaping. I'd also like to see Studebaker continue on through to PCH. That would take a lot of traffic away from the PCH & 2nd intersection.

#### Turning them into natural parks

Study possible improvements of the area as a PACKAGE as each decision affects the other properties in the area. Look at this as an opportunity to make this area a beautiful asset and entry from Orange County.

#### A) SEAPORT MARINA HOTEL B) GOLDEN SAILS

Wetlands and parks NO MORE HOUSING, the new ones have been ugly McMansions, as on PCH in Huntington Beach, yuk. Turn the Marina Hotel into a Better End Hotel and Grove Style shopping....Turn the land of Bixby Ranch etc into. parks and recreation, wetlands and eco friendly.

The strip of land next to Kettering on 7th street should have a sound wall built and a green space added. The on and off ramp at Studebaker should be finished and landscaped. It is turning into a major entrance to the city and it always looks dirty and overgrown.

Much of the open area seems littered with the aforementioned "stuff". IS there a reason that it is still there? Returning these areas to a more natural appearance would be nice. I still want to see the area used for a fair balance of tax revenue producing applications.

#### Old Marina Hotel.

1. The Seaport Marina Hotel is an eye-sore. I think this area needs to be thoughtfully redeveloped into a new, first-class hotel property. 2. The SE corner of Loynes and P.C.H has long been under utilized and has consistently been a "bad neighbor". 3. The oil fields need to be returned to their original wetlands state.

#### wetlands need to be made more attractive

Tear down the Seaport Marina Hotel and create a park with lakes for swimming and fishing.

Sea Port hotel needs to be a high end development. Tank farm needs to be improved/developed after Utility and de-salinization land needs are met. The wetlands (oil fields covered in weeds) need to be developed. Finish Studebaker and connect it to PCH through the back side of the Market Place. Restore, or improve the actual tidal influenced areas. leave some "natural" space and walking paths in a high end residential development on the balance of the wetlands. This could be a really nice area that blends nicely in an enhanced environment.

Marina Hotel - total redo with housing, hotel or restaurants with a good portion dedicated to public lands - a park or something similar Oil wells east of PCH back to wet lands maybe combined with commercial or residential on a portion - Huntington Beach did a good job The area south of the power plant returned to wet land status

repair streets and sidewalks--they are a disgrace and dangerous.

The only major renovation for this area would be to create areas that are more habitable for our natural wildlife. Perhaps also creating a sensible walkway for people to enjoy these areas if renovated for wildlife would be nice for tourists.

All marine and marina related areas need to be improved. Public restrooms, beach showers, etc., are in very poor condition (if even available). Litter is a major problem, and the new beach trash cans are grossly inadequate. The water aspect of this area is it's major draw so this needs primary attention

Seaport Marina Hotel area. I think a project that highlights the beach and costal area, with some retail would be an improvement. NO HOUSING. I also think the area behind The Marketplace could be utilized for traffic but with concern for the wetlands. Golden Sails Hotel & Gas Lamp area, needs improvements with some retail.

I would like to see all empty land turned into wetlands - pull up the old oil pipes and make a park/wetland where people could walk and ride to see the birds and the spce. Space i n very important! Leave the space.

The Seaport Marina Hotel, the Golden west Hotel, the Pumpkin Patch.

Restore wetlands , make an information house for people to educate then on how important the wetlands are to our fishing economy and environment. We have enough concrete. We need to now focus preserving wetlands and parks...

Seaport Marina Hotel needs to be redeveloped. Maybe a hotel with some retail shops and restaurants.

New high end retail (no Home Depot, Target, 7-11, etc.), restaurants and medium size single family housing between Studebaker and PCH. Extend Studebaker road to PCH in Seal Beach. Create a low density community around water channels in vacant area south of Loynes by replacing the trailer park, Golden Sails and Live Bate structures with housing and commercial to complement the development in this area South of Loins to Westminster.

Wetlands improved my making it look like a park. When I kayak by the trailer parks and in that area where the Home Depot should go, I want to feel like I'm kayaking on a beautiful nature sanctuary for all the avian animals. The Home Depot's OK- it's the scenery around it. No concrete- nature areas next to commerce with aesthetic beauty.

it's very ugly down in this area...

Redevelop the n/w corner of PCH and 2nd Street with updated Albertson and small retail shops with the buildings away from the corner and parking out in front near the corner. On s/w corner tear down the old hotel and put in a boutique hotel which would attract visitors to the marina, Seal Beach and hopefully the updated beautiful wetlands.

The wetland/water area at the SW quad at PCH & Loynes, could be a jewel of a nature area. It is now not being used at all. The Sea Port Marina Hotel at PCH & 2nd is totally underused. There should be a resort built there.

I think the hotels along PCH primarily the Best Western and Seaport Marina Hotel, need to be redeveloped entirely. I would love to see the Seaport Marina property developed into a resort hotel or high-end retail center. That corner is an important Long Beach focal point that, in its current state, is a depressing eye sore. I would like to see something like Newport Beach's Fashion Island on that property.

sidewalk repair. fill the potholes in the streets. Bixby Oilfield Property is a nightmare. surely they could clean it up a bit

7th St between Margo and Studebaker - landscaped near Studebaker and better patrol. Wetlands kept natural and clean with limited recreation facilities.

Frontage on the east side of PCH

Some of the alleyways need some attention

The Seaport Marina hotel is an eyesore -- put another small, high end hotel there. Rehab Marina Pacifica - it has never worked in any of its incarnations -- orient shops, etc to the water, not the street.

The hotels are in poor condition. I do not see any Beauty or encouragement for people to stay .

Encourage all sites to improve their ability to reduce their carbon footprint and water usage. Lets get serious about solar power. Give incentives for photovoltaic panels on all buildings and homes.

that hotel on the corner of 2nd and pch it looks abandon. I don't know the area quite well enough to give much more input.

As stated earlier, something needs to be done with the Seaport Marina property, and perhaps the Best Western property as well

The vast expanses of oil properties within the area seem very poorly maintained and very under-utilized. They should be reclaimed, the environmental legacy of contamination cleaned up, and then the sites either restored to natural wetlands or tidal areas, then developed at the periphery with tourism and recreational opportunities including bike and hiking trails, parking areas for the trails, and fishing/bird watching areas. Near the retail corridors expansion of the shopping centers would be appropriate.

As mentioned above in 3 , Seaport Marina corner and Golden Sails and adjacent.

I would like to see the entire wetlands restored with all of the drilling, pipes, etc. permanently removed. In addition, please, please, please tear down the ugly, horrendous hotel and make a park.

Studebaker and Loynes...the power plant is an eyesore. However, I'm not in favor of turning that into a Home Depot or other major retail centers. God forbid we should have to drive an extra 10 minutes to buy a light bulb or plant fertilizer! WE DON'T NEED RETAIL THERE. As Cat Stevens asked, "Where Do The Children Play?" Put in a park for recreational use, perhaps some (not a lot) of housing.

As stated before, the hotels need serious help. There needs to be unifying feeling for the area, but most importantly, any new buildings should be sustainably built using the LEED certification process from the USGBC.

Seaport, Golden sails and especially the wetlands are poorly maintained.

The motel facility at the corner of PCH and 2nd street should be replaced with retail or restaurants.

seaport hotel. maybe removed. not sure what to put there in replacement. don't want to attract more traffic in that area. the traffic heading down 2nd street from PCH is terrible already.

Wetlands area needs total restoration. The property of the SW corner of PCH & 2nd Streets (The old hotel), needs to be torn down. I would like to see a hotel of not more than 3 stories, with either underground parking (if water table permits) or level 1 parking. I do not wish to see apartments or condos on the site.

The Albertson's plaza and Seaport Marina are both opportunities for improvement. But as i said in an earlier response, I think any commercial development endeavors need to be approached with the history and character of the city in mind. Long Beach is a rare gem with authentic architectural styles ranging from the Art Deco of the 20's to the boom of Modernism of the 50's. We need to ensure that any new development compliments these aesthetics as these buildings are what give Long Beach so much of it's character and value. Thoughtless and cheap plazas, malls, and superstores will do nothing for Long Beach but siphon money out of the local community and cripple us for the future. 2nd street is a strong example of what makes Long Beach great with it's (mostly) single level, older storefronts occupied by independent small local businesses. Let's go eat at Open Sesame and stop our money from going to some publicly traded company's corporate headquarters in Minnesota.

The areas on each side of Westminster Blvd. between Studebaker Rd. & PCH primarily is very sad & trashy looking. Then you have the Marketplace shopping area that is done so attractively. I love the single story, walkways, & waterways throughout this little shopping complex. Also, as you head north on PCH before Loynes & north of 2nd St. it is awful looking. The Seaport Marina Hotel & the hotel across from the Marina Pacifica mall are both old & ugly. The Pumpkin Patch (just south of Marketplace) should be made a park or, if not feasible, at least attractive retail but not a high rise please!

Marina seaport hotel should be replaced with new high end retail/hotel but with minimal residential units. A low rise structure would be ideal. I support a home depot on Studebaker as well as wetland restoration on the land across the street. Second street through Naples (Eastbound) should be decreased to 2 lanes to slow traffic down and retail structures along that portion of 2nd street should be renovated.

The hotel on the corner of second st and pch is a horrible eyesore.

The Marina Hotel. That property has lots of retail opportunity.

more coordinated use of the current poorly maintained open areas with retail, some housing, park-like wetlands (if possible).

Many road surfaces are poorly maintained and should be redone.

Seaport Marina see #3

Sidewalks curbs streets I have lived in Long Beach since 1966. I can not express my anger loudly enough! The City Planners need to reexamine the rats in cages experiment to see clearly what greed has done to the quality of life in this City. Growth for the sake of growth in CANCER.

Loynes is a joke No more development bc traffic cannot be improved-especially w all the new Boeing industrial buildings on Westminster bringing more traffic down 2nd street.

-wetlands-river areas along Studebaker and Loynes

Create a wetlands nature park.

The Seaport Marina Hotel should be renovated and landscaped. The wetlands should be restored as a functioning wetlands-even more than they are already.

Lagoon

pumpkin patch area: revert to open space/wetland/nature trail park Seaport Motel area: convert to recreational space (sports courts, playground, green areas, with small retail

Everything East of PCH looks like a dump. Use the land for high-end retail/tourists, or upscale residential-after making improvements for traffic flow on/off freeways.

Along PCH from Loynes to City limit. Attractive landscaping. Retail, etc setback from PCH to allow enhanced landscaping. Replace older buildings, etc.

No development of this little corner. Leave one of the last natural wetlands alone!

Marina between Long Beach & Seal Beach is very dowdy considering the spectacular scenery/location/proximity to freeways.

Market Place is nice... What we need in Long Beach is some High-End retail!!! Sick and tired of going to South Coast Plaza and/or Fashion Island to shop!!!

Parks-no more traffic-protect wetlands and other sensitive areas.

I think the Seaport Marina Hotel property could be developed into a major marquis site for this southeast "gateway" into the City. If traffic issues at this, the busiest intersection in the City can be resolved, this could rival 2nd Street or Pine Avenue as a destination for shopping & eating in the City. Also, the Bixby & Hellman Ranch properties (currently oil producing areas) are an eyesore and should be renovated wetland areas open to public access.

Oil field/powerplant area along Studebaker-Home Depot Restore wetlands to original between Studebaker and PCH Colorado Lagoon

Los Cerritos wetlands restored Colorado Lagoon waters to be cleaned and area restored to most natural state.

The hotel at PCH and 2nd St. appears abandoned. If a hotel will not work there, I would like to see the mini-mall extended up to 2nd St.

Seaport Marina is an eyesore! PCH (across from Marina Pacifica) with the oil wells and along 2nd Street on the In-n-Out side before Studebaker could be nicer!

Demo all of downtown hi-rise and put in parks. Restore view of ocean on ocean. Remove breakwater NO more strip malls No more condos on ocean We don't need another big hardware store.  
The Marina Hotel on PCH and second needs major renovation.

The oilfield area

.Sea Port Hotel

The Sea Port Marina Hotel needs to be leveled and SOMETHING down with this important real estate. How about attracting a high end hotel development property?

Restore the wetlands and make it a place for tourists, field trips, residents' walk -- a unique and valuable showpiece. Let Seaport Marina project proceed with major traffic and environmental remediation. Solve the Loynes Drive problem by possibly closing it. Repave and replace signals on Studebaker, 2nd St.

I would like to see more green areas - accessible to the public but available to wildlife. I think that several small spots of green are much less effective than one larger section, and offer less of an overall improvement than a sustainable ecosystem.

The hotel on PCH and Second street. Not only is it an eyesore but if you enter inside it is an embarrassment to this city.

For fill in projects that cannot be reverted to natural sites or park space, I would recommend a variety of youth hostel and boutique hotel. Young people bring vitality and boutique hotels could provide beauty and character.

Storage tank area streets really need updating street lights and street trees

Left alone.

Regular water channel cleanup, open land landscape cleanup and improvement, abandoned storage tank removal, posted and enforced speed limits

The Golden Sails and Seaport Marina hotels could be redeveloped into boutique hotels that would be consistent with their locations adjacent Alamitos Bay and Lost Cerritos Wetlands. Restoration of wetlands with trails, kayaking and viewing areas would be a boon to both.

wetlands, oil properties, sea port marina hotel, golden sails hotel. Sit-down restaurants, Entertainment (movie theaters, Live Theaters, etc), Recreation, Clothing stores, Banking, Resort Hotels

Studebaker Rd corridor needs to be developed for light industrial and commercial use.

The property bounded by Studebaker/PCH/7th Street/2nd Street, including the roads, is in poor shape and needs improvement. I would like to see the property cleaned up, the wetlands restored and the area opened to the public for exercise/recreational purposes, such as walking, bird-watching, picnicking, photography, etc.

I am a strong proponent of extending Studebaker through the wetlands to PCH. In the process there can be wetlands mitigation that will actually improve the natural state.

more parks and recreation. no housing no industrial fix the seaport marina hotel for local residents guests

Thinking past the wording above (which prompts, replies of where to PAVE), I'd suggest you look at the \$100 million project in Huntington Beach just north of Golden west and PCH, where the California Coastal Commission created access to a tidal flush of oil properties that are allowing badly degrade wetlands to return to a state of viable habitat area. Between state, federal, and local sources, the resources are present to create and extensive and significant wetlands that anchors the City as good steward of rare and precious habitat.

The huge area desired by Home Depot should be used by some sort of retail or Home Depot. It is an eyesore. The population in LB is growing rapidly, and the car population is also growing. If utilization is properly accomplished, street traffic could be controlled.

The sidewalks area in poor shape.

2nd Street in Naples. The beach between bayshore and the pier.

A lot of potholes on streets.

Get rid of the Seaport Marina Hotel - or do a major remodel. It is an "eyesore" and makes a poor entry into Naples/Belmont Shore.

Loynes Drive.

The Seaport Motel site is an eyesore and does not utilize the space well. If commercial development must take place, that would be a logical site rather than the existing open areas.

FRANKLY, I LOVE NATURE AND WOULD LOVE TO SEE IT RETURNED TO ITS NATURAL STATE, HOWEVER I DO BELIEVE THE OWNERS HAVE RIGHTS TO DEVELOP THE PROPERTY, BUT NOT SO THEY CREATE A TRAFFIC NIGHTMARE FOR THOSE OF US WHO LIVE IN THE AREA OR A SEWER NIGHTMARE BECAUSE OF LACK OF CAPACITY. NONE OF THESE ITEMS ARE BEING PROPERLY ADDRESSED. UNTIL THE BIG ISSUES OF TRAFFIC AND SEWER ARE ADDRESSED THINGS SHOULD REMAIN AS THEY ARE.

Would like to see the unused storage tanks area East of Studebaker, between E. 2nd/Westminster Blvd. and the 22fwy/7th St. turned into a public park.

Seaport Marina Hotel needs to be replaced with a better hotel and nicer landscaping.

The Seaport Marina Hotel complex which is supposedly in a transition process now. As noted above I would like to see the Wetlands preserved, maintained and made more accessible for viewing.

The Bixby's should be legally forced to restore the wetlands that they've destroyed. They've scared and profited from the coast and yet the very thing that has put them where they are today they've abused and left looking like a wasteland. And, its out there in the open for all to see...like...we can do whatever we want and get by with it...

The existing hotels are crap. The wetlands/industrial areas need to be divided up and preserved and cleaned up with a clear means of preserving the wetlands.

sidewalks, street surfaces

Clearly this is addressing the Sea Port Marina Hotel. The hotel doesn't look that great, however when my father-in-law comes to visit, he stays there and he likes it just fine. The hotel could look a little better, but that should be the concern of the hotel. To add to the following question, I do not think it is important to build more hotels in this area. There are already 3 there (including the Guest House which is down PCH a bit further). They could be minor renovated, but to be torn down or major renovated at any cost to the city (or to the land) would not be a good use of funds or space.

Marina Seaport and Golden Sails are both in disrepair. I would prefer small boutique hotels and hotels are needed along with community serving facilities - places of business that residents would not have to commute to and some low income/ student/senior housing so that at least some people working lower wage jobs could live in the community and reduce traffic further.

The oil companies need to clean up their land and plant more trees to screen the oil operations. None of this area needs retail development. This survey seems very biased towards retail development. Look at all the stores sitting empty throughout Long Beach. The last thing Long Beach needs is more retail development. Restore the priceless wetlands, all of them in this area.

The Seaport Marina property and the corner gas station area should be redeveloped with retail and/or residential.

Recognize Loynes and Studebaker near Second St are not suitable for heavier traffic due to settlement, Oil Company area along PCH and Second St is an eyesore; old oil tank area is an eyesore; sidewalks/bike path along Second St between PCH and Seal Beach and along west side of Studebaker from 7th to Second St would help; get LADPW and AES to improve landscaping around their facilities; get Cal Trans to improve their properties

Restore the wetlands, also make it accessible to hiking, kayaking and educational activities.

The area along Studebaker should be restored to wetlands!

I'd like to see more and better accessibility to this area on foot and by bicycle. The access to this area is quite dangerous for pedestrians due to the narrow sidewalks and their proximity to the streets. Also, crossing streets is difficult and dangerous, especially for children. Let's build this area so that it is safely and easily by other vehicles, other than just cars. The commercial areas should be mixed use. ie. don't put all the restaurants together, all the doctors together, etc. This is a mess and so un-natural. Spread these services out.

The Hotel should be renovated.

The beach's would be more popular if the breakwater was removed which would improve water quality and allow wave action.

Seaport and Best Western Hotels are outdated. Parts of Marina Pacifica are also not well maintained.

Seaport Marina hotel and Golden Sales hotel look really bad.

To the extent feasible I would like to see the properties near the water channels and the wetlands used to support those resources. In addition, development ought to take advantage of the water, wetland and coastal environment. Too much of what has been constructed could have been built well away from this location. For instance, although something much better than old storage tanks should be considered for the proposed Home Depot site, there is nothing about a commercial building and design center that requires a location next to a wetland on a property bordered on three sides by water.

Need a vegetation screen around oil fields. Proposed developer of Home Depot cut down mature tree screen so the power plant facility would look uglier. Wetlands to be restored. Some type of permanent fix for Loynes Drive it a dangerous due to shifting earth.

Improve the wetlands

The oil fields.

The oil fields, the "hotel" at Marina Drive and 2nd Street, the "Pumpkin Patch" area are all attractive for development, but should be done with the area in mind, not just the prospect of additional tax revenue.

the SeaPort Marina Hotel could be redeveloped, utilizing more greenery and integration with the marina to beautify the area.

Keep wetlands borders clean. Bike trails sorely needed running along 2nd Street/ PCH/Studebaker. Need more sidewalks in the under-developed areas. FIX horrible road conditions on Loynes and Studebaker. Safety railings along Studebaker next to river channels.

Restore the Wetlands

I like looking at land that is not developed. People need to understand that there is nothing beautiful about a ton of cookie-cutter houses and mini-malls.

South and East of the Marketplace The wetlands if restored would attract not only birds but people as well.

I am looking forward to the lagoon restoration. I like the use of the old diagonal right-of way as public allotments and areas with native plants. I would like to see the degraded wetlands restored and more attention paid to what is unique in our area. I don't want it to become another cookie cutter community, however affluent.

The abandoned oil tanks on Studebaker should be replace and redeveloped. The hotel site on 2nd Street and PCH should be redeveloped.

Remodel the hotel

The Marina Hotel looks shabby. But I don't want any further traffic created from whatever is done with that property. We have too much traffic and congestion now!

Marine Stadium isn't used too much -- Maybe convert some of their parking lot space/concrete back into green park land or beach. Clean water in the various "rivers" and lagoon would go a long way toward making them usable again. That giant electric plant (or whatever it is) on the San Gabriel River outlet is a bit of an eyesore.

The current retail area along PCH housing Barnes & Noble, Acapulco restaurant could be updated and marketed to interested retail affiliates.

The area close to Signal hill, around Cherry and PCH.

they look great to me

Poorly maintained and under-utilized sites need to be redeveloped and improved with landscaping and sidewalks.

The oil fields should be removed and a park created.

Marina Hotel site needs to be upgraded, but improvements need to low enough intensity to not severely impact traffic. Studebaker Road should be extended/ opened to PCH to help relieve traffic congestion at PCH and 2nd. Vacant lot at PCH and San Gabriel River needs to be either converted to wetlands or developed. Again, I feel we need to restore the wetlands

Seaport Marina is the worst; yet I was against Lennar's proposal. A boutique hotel with high end retail seems appropriate. The hotel and area by Loynes needs a facelift. The oil property is the worst and I'm embarrassed that it is the entrance to Long Beach-at the least the Palm tree could be cleaned up. Why not have trails so people could enjoy the wetlands. Tank farm is an eyesore. That area can be developed. I personally don't understand a lot of peoples' opinions about development and traffic. Look at the wetlands in Huntington Beach-is it not along PCH?

The entrance to LB on 7th--which is being addressed. The entire Studebaker / Westminster area is terrible. Also, the entrance into 2nd St. over the bridge.

I think that the oil tank area along Studebaker Road should be cleaned thoroughly and turned into a wetland to support wildlife and improve air quality in the area.

general upgrades

The sustainability of life in the Western United States is dependent on restoring the oceans, especially its hatcheries and breeding grounds. The Los Cerritos Wetlands is a key component of that ecological system. It has been degraded by the City's past use of the site as a dump and by the past and current owners efforts to destroy the Wetlands for their financial gain. I would like to see a redevelopment of the area that not only restores the wetlands, but makes significant changes in the traffic routes in the area. Specifically, a connector road between PCH directly to Studebaker on pilings above the Wetlands and in connection with an open water way between the Wetlands and the Pacific Ocean. Obviously, the scope of a project of this nature is beyond private ownership of the property. Therefore, I think it is important that a government entity begins eminent domain proceedings to acquire all the wetland properties. This would provide the current owners fair compensation for their properties.

Take down the water tanks off Studebaker. More walking/biking paths through the area.

I described this in a previous question. Restore wetlands NW of PCH and Studebaker. Create another beautiful Long Beach quality park -- east of the marketplace Mall. Cut Studebaker through to PCH and widen all the way to the FWY to relieve congestion. Redevelop the old decrepit Marina Motel into a quality resort hotel/extended stay motel (limit to 3 stories/ classy yet affordable) with Hawaiian theme with lots of landscaping and sidewalks (pedestrian overpasses) to access the shopping areas and the Marina. Improve the landscaping of all the nearby shopping areas. (Possibly a well-camouflaged parking garage for the hotel.)

Seaport Marina Hotel is an eyesore, but that does not mean that high rise residential and high density retail should replace it. There must be a better solution.

Stop touching it. Return the whole area back to its natural state without invader species

Naples Is. sidewalks, curbs and alleys are broken and need repair/replacement; and drainage improvement.

The Market Place and Marina Pacifica are great. Hotel is an eyesore

Loynes Dr. is in chronically poor condition and does not seem to be constructed correctly: it should be remedied in some permanent way to obviate its constant shifting (not merely re-patched every 10 yrs.). The Seaport Marina Hotel is an eyesore and should be replaced with a more upscale boutique hotel & retail/restaurant development with proper height limits & improved traffic control capacity. The Golden Sails Hotel & Gaslamp bar are also too "downmarket" for this area, and should be replaced either by housing or park/hiking/recreational development that is harmonious with the wetlands; we do not need 2 hotels or a bar/nightclub in this area, especially so close to residential areas. Studebaker Rd. should be extended through to PCH with a well thought-out design to improve traffic flow in the area (and keep excess traffic away from Loynes Dr.).

The area south of Pacific Coast Highway. The hotel there now is a blight on the community. The area north of PCH and West of Westminster should be developed as park land, or wetlands.

YES!!! the Bixby Land Lease

The Bixby Land Lease

Waterfront areas along PCH and marina Pacifica are very underutilized for public access and encouragement for energetic waterfront activity and interactive experiences. Multiple property developments in the southeast corner should be interlinked to enhance and encourage pedestrian and bicycle transportation and family experiences. The wetlands, while wildlife refuge and ecologic preservation with security - privacy and protection are vital; venues and means for both static observation and dynamic interaction by public needed to enhance and encourage appreciation for the wetlands contribution to history, culture, wildlife preservation & learning.

Sitting vacant and in poor condition is not proper utilization! I think with the proper traffic studies and rerouting that might include re-doing freeway on ramps that a lot of the issues about Home Depot Design might be mitigated. The Wetlands are wet which is about all I can say that is good about their condition. Much work needs to be done there and if they ever had appropriate habitat restoration could actually become a buffer of sorts to help mitigate noise, congestion, and an attraction for walking, looking, nature appreciation, and solace in our hectic environment.

All the natural beauty of Wetlands can be restored if the city/state/land trust could purchase them from the developer who has bought the land from the Bixby's and others.

The entrance to the city from the Garden Grove Freeway; along the west side of Studebaker Road from the Freeway.

I'm not aware of who owns or maintains the area as you get off the fwy on Studebaker Rd across from the Electric Co property. The street and that whole area needs to either be maintained, developed or camouflaged. The street is ill kept and as an entryway to Long Beach, it is unsightly. I'm not fully aware of the development options, but wouldn't mind seeing someone improve this area.

Redevelop SE corner 2nd St. and PCH for low density hotel and/or retail, with low heights and adequate off-street parking.

Seaport Marina - redevelop as a mixed use residential, retail, and hotel complex - no parking or open space variance, but give the hotel extra height and density - promote retail use and limit restaurant to no more than 15% of land area - pedestrian over/under pass for PCH to connect the retail areas is good idea - as is shuttle to Belmont Shore. Pumpkin Patch - develop as retail or office. Home Depot - this is a reasonable reuse of this land - and better than a truck depot or truck storage yard. Traffic mitigation should be included in all of the above - but City should look at continuing and connecting Studebaker over oil field/wetlands - use pylons or culverts over wetlands to allow waterflow. This is the best way to divert traffic from 2nd and PCH intersection. Developers could all pay mitigation fees to help fund such efforts.

Tank farm and corners of 2nd. street and PCH. I would like to see both of these sites cleaned up. I really don't know what the answer is for the tank farm but the other site (2nd street and PCH) would make a great corner for high-end retail.

Bike trails are needed. Passage through this area on bicycle is rather dangerous

#### Wetland Restoration

The Seaport Marina Hotel and the southwest corner of 2nd and PCH is not only deplorable, but has needed a remodel and/or new construction for the past 30 years!

I think the current Marina Hotel is not attractive, however I think redeveloping the site with the proposed plan would be very much an over development, and would create a traffic nightmare at the Second St/PCH area.

As noted above the all the way down Studebaker, 2nd street and PCH. Look how much cleaner Seal Beach is with the new commercial buildings instead of a large parking lot. I don't think we need to build a 400 condo units like Lennar wanted unless they are willing to have proper setbacks and height limits that don't close in the street. It would make a great 3 story property with a mix of retail/ dining, hotel (we don't have any good hotel space on the east side), some residential would be ok and would be very nice if you could safely bike or walk there from Belmont Shore or CSULB. As now and when I attend CSULB it was scary bike riding that way to school. We need to be smart and not build a new Pike type facility.

The Seaport Marina Hotel is an eyesore and I wouldn't recommend anyone staying there. The other hotel on PCH isn't much better (Golden Sails?) I think the water towers that were being considered for home depot should be developed into family friendly retail and landscaped. To even think about creating another wetlands on this concrete area is ridiculous. The current "wetlands" south/west of Loynes/ studebaker is not attractive, and is a breeding ground for the rats that run rampant in our neighborhood (University Park Estates).

We should buy the Wetlands from Tom Dean and restore them to the beauty that they can be and have walking paths to look at the wild life.

Restore the Wetlands

Improve access to the natural wetlands for recreational rather than commercial use.

A bed and breakfast inn, a quaint low rise building that can replace the existing hotel

Center islands on Westminster Blvd approaching PCH needs rebuilt, including new planting. Some of the islands have been destroyed by large trucks or vehicles that traversed the center islands illegally. Large old beautiful palm trees and plants throughout the area need pruning. Some of the palm trees look like they have not been pruned in FIFTY YEARS! They are the same old trees I remember as a kid driving through here. The old hotel on 2d Street needs a total rebuild with a new structure. A new hotel would be good, with a few upscale tourist type shops. I am not in favor of condominiums there. This area needs the banquet rooms for social and business needs in the area. This is also a good location for a museum and tourist walking area by the harbor and the yachts; with shops and eateries.

There should be more concentration on recycling and littering foregoing redevelopment for open spaces.

We would love to see the improvement of Studebaker and PCH for bike path and walkways on both side of the street. I'm not just talking about cement but beautification with trees and grass as well and a bike path and walkways. This would be very enjoyable to ride down to Belmont Shore instead of ride and hope we don't get hit by a car.

I think overnight accommodations are lacking in this area of Long Beach. I would rather see the Sea Port Marina be updated and remain as is if that was an option. Traffic at the intersection is a great concern to those living in Naples, Seal Beach, Belmont Shores/Heights, etc. Housing would create a grid lock that would take away from Long Beach's small city feel. Drive in Santa Monica and West LA and you will know what I am talking about.

The marina dry dock is pretty shabby.

Bixby Oil Fields, Seaport Marina Hotel, Golden Sails, Marine yards under Davis bridge, w/ higher end retail & mixed use residential and/or boutique hotel or higher end resort (Huntington Beach is getting a W Hotel....previously unthinkable in that community/location )....Live work play.

The big pink hotel is an eye sore... safer bike path access and connectivity into Belmont... and I wish the tanks and power towers were less prominent

I think that these areas need access points for the general public to be used in low impact recreation such as hiking and picnicking.

The vacant land needs to be restored as viable wetlands.

1. Remove and Replace with "Concrete" Naples residential sidewalks, curbs and alleys. 2.Landscape: PCH from 2nd street to Loynes, Westminster Blvd to Studebaker (both sides of the Westminster):and studebaker along Loynes.) -- like the landscaping at Mother's Beach. 3. Make the Wetlands accessible to walking and bicycle traffic like the Bolsa Chica Wetlands.

the present seaport marina hotel could be renovated into a first class tourist hotel with attractive landscaping

leave the area as is, unless your going to seriously consider reconfiguring the breakwater.

Seaport marina hotel is an eyesore in all respects and dose not present a good image for visitors entering LB from the east on 2nd street. The bixby ranch land. it is not wetlands and we need to be more realistic about what is actually wetlands. develop it into something attractive instead of an oil field

Lots of places could be improved with better street maintenance, more trees. Edison people could block some of their industrial facility by using trees. (note: having a Home Depot here makes it worse, not better.)

I would like to see a replacement for the golden sales hotel. I think an upscale hotel and boutique like areas would be grate there. I do not want to see a home depot any where in the area. I lived in lakewood village before and after home depot was built. I saw the neighborhood and surrounding area affected drastically by this and I do not want to see it happen again.

Sim's pond

the hideous pink hotel should be leveled and turned into retail and condos. the bank on the corner of PCH and 2nd should be cleaned up and turned into a park-like setting with bike paths. In long Beach during the art deco and Spanish revival period we seemed to have priority for nice architecture, but post modern stuff looks horrible. if we could maintain some sense of style, such as imitating the Spanish style of the 20s with re tile roofs and stucco, long beach would look better

1. create bike and walking paths through the wetlands 2. allow the state California to develop the wetlands as done in Huntington beach between Warner ave and the bluffs along patch. our city parks and recreation along with marine depts could accomplish the same. 3. no parking, restrooms, picnic tables nor seating 4. need trash receptacles 5. allow the wetlands to flood with the tides(cut the channel from the San Gabriel river to the Los Cerritos channel) 6. get the power plant operator to clean up the trash the accumulates in Los Cerritos channel 7. the AES tank farm in an eye sore, and poorly maintained at Loynes and studebaker rd. as part of the wetlands how many of those tanks contents have leaked into the wetlands? that should be cleaned up. 8. no availability of overnight accommodations in the SEADIP 9. no type of overnight accommodations would be allowed in the SEADIP area. 10. no commercial use and services would be allowed in the SEADIP 11. no new commercial development in SEADIP

seaport marina hotel can be updated as more modern hotel/conference center

there are real, dilapidated areas in long beach in dire need of attention, not the seadip area why are city officials focused on the seadip area, when these other areas continue to be ignored??

Restoration of Colorado Lagoon to connect freely to Marine Stadium appears appealing. Improved bicycle lanes from the beach to the San Gabriel bike trail.

1. Tank Farms East of Studebaker - Remove Tanks - Re-mediate soil etc - Return to wetlands - Nature Preserve 2. Bixby property between 2nd & Studebaker - Consolidate oil operations - Re-mediate remainder - Return to wetlands-nature preserve 3. Hotel - PCH & 2nd - Tear it down - Replace with nice looking boutique hotel and high-end retail shops NO WALMART-TYPE STORES WANTED!!!

The whole site needs a plan.

The seaport marina hotel. strong retail that compliments 2nd street(not competes) with a residential or hotel component. this should have a direct link to the marina Having a parking lot fronting the marina south of the seaport marina hotel and marina shores so that cars can have a view of the water is the most underutilized and outdated use of land. the marina pacific mall dose not front the water, it could be anywhere in the us, the surface parking lot is not an efficient use of land. suggesting a home depot without and overall vision to SEADIP, is another inappropriate idea. instead of making the intersection of PCH and second street. larger and less pedestrian friendly, studebaker and shopkeeper road should be linked to PCH to disperse traffic. golden sails is another site that could be more dense/pedestrian friendly/mixed in use

Our community here in SE LB, is basically decent, kind, caring lots of church attendance, scouting, etc. Neighbors still know quite a few other. Thats why people move here; walk a dog safely after 10 pm I do! Exchange cookies with a few neighbors-to be intelligent with others that we can agree to disagree-to home book clubs & meet great people using my library.

Colorado Lagoon & Mothers Beach Clean the disgusting polluted water!

See answers previous page

Would support retail or hotel provided its not "discount". How come LB has no Nordstrom or Macy's? All we get are 2nd hand stores! Would love public space to walk-would also support total return to "nature"-get rid of the oil rigs!

Obviously something eventually needs to be done with the property on Studebaker and the corner of Second Street (Seaport Marina Hotel). However, since the plans to this point erode the ecology in the Wetlands, increase traffic density, reduce the air quality and significantly reduce the quality of life as we know it today in our community Seadip and the Planning Commission have a tough battle to develop the Southeast corner of Long Beach.

Seaport Village-new development.

Seaport Village: new development including trees and grassy areas. Style to be in keeping with historical styles of Belmont's past ie old Spanish, Spanish Revival or Craftsman

seaport marina hotel. this would be a grate location for higher end shops, although traffic mitigation would also to be studied

Leave the Cerritos wetlands alone. No commercial development don't add pass thru traffic.

2nd St @ PCH light more effective, faster. Easier access get to freeway from the 7th St/Studebaker Rd. Ticket speeders in Naples/Belmont Shore areas. More police monitoring Naples/Belmont Shore areas.

Exiting on 7th Street/22 the grounds are poorly maintained - if at all. Its a tragedy that driving into our city; that's your first look.

Land Use Planning coupled with sound and reasonable traffic planning should be fully integrated into any planned development. Low density (less than 20 dwelling units per acre)residential orientation is preferred.

Seaport Marina Hotel should be torn down and replaced with luxury condos and resort hotel.

I think that the Seaport 1. Marina - is not well used at all. Such a pretty area. Such an eyesore. 2. I would like to see wetlands area cleaned up-wooden, walkway through area-open it up. 3. I would like some commercial where Home Depot wanted to be.

Yes, the Seaport Marina Hotel could be improved (see previous page) The other sites are satisfactory of course, the best solution would be to tear them down and let the area return to the wetlands that existed there before they were destroyed by the developments!

With minimum impact on density and traffic.

Across from Trader Joe's parking lot is plagued with litter and acts as a dump site-Studebaker is just as disgusting with the old chain link fence and the litter the entire area is an eyesore.

Seaport Hotel should undergo a major renovation, perhaps a boutique with high-end retail. Whatever replaces this hotel should not lend itself to more traffic problems at the PCH/2nd Street intersection.

Camouflage the power station (or remove it completely).

Edgewater Inn

Love to see the wetlands program be fulfilled. Access to Coastal areas to watch birds & have walking paths so tourist can enjoy the Beauty! No new homes! We are saturated with people. No new retail there is plenty of shops!

Hellman ranch restored to wetlands.

I think a hotel similar in size to the one on Westminster Ave. west/north of Seal Beach Blvd. in Seal Beach might be okay.. The oil properties and other land lining Studebaker, Westminster Ave and PCH between 7th Street and 2nd/Westminster could easily be landscaped to vastly improve those areas having chain link, dead palms, etc. Look at Paramount. You know you've entered the City just by the median landscapes and hardscape.

The wetlands.

Seaport Hotel needs renovation.

Questions 5 & 6: irrelevant to the SEADIP changes-either way they should be addressed accordingly.

Sidewalks & bike lanes no cut through to PCH

I would be ecstatic to see the wetlands restored.

Just improve the landscape surrounding Seaport Hotel and landscape. The fence around the tanks.

Seaport Hotel. Could be redeveloped into a similar facility that is more attractive and better utilized. Not higher or lower density.

Seaport Marina Hotel could be renovated to be more attractive and usable. It could have great potential as a retro style hotel or host environmental groups as wetlands are restored. Aqualink service could connect visitors to Downtown. Long Beach could develop a reputation for environmental leadership.

The market place and Marina Pacifica shopping areas are not conveniently laid out.

All shopping areas (e.g., market place, Marina Pacifica are attractive: well-maintained, however, they are somewhat inappropriate to the area especially the Marina Pacifica hence the cause for high retail turnover. This area would be better suited in its natural (pre-development) state and as residential area rather than other proposed sites such as the Douglas (formerly Douglas) area off of Carson and Bellflower. Yes, I realize, this area has been rezoned to exclude single dwellings due to current real estate crisis.

Restore all wetlands areas!

well-maintained

Hotel on 2nd and PCH (Lennar)

Seaport Marina property needs to be redeveloped with a reasonable density that does not aggravate existing traffic problems at 2nd & PCH.

Seaport Marina hotel could be a boutique hotel beautiful along marina & near restored wetlands keep open space as part of that property OR why not have parkland for recreational use, places for families, leisurely and/or wetlands educational facility. Best Western-we need a hotel there-same size as current hotel.

The Hotel on the corner of PCH & 2nd Street needs to be made into a park. It is an eyesore.

Renovations to Seaport Marina Hotel; renovated and updated but not a high-rise.

Restore wetlands

I have stayed in this area-every service is excellent. We stayed in this area happily. We stayed at Marina Pacifica

Bridge to Seal Beach on PCH needs improving. Area by boundaries of Seal Beach very ugly.

All of the Bixby Property PCH-2nd-Studebaker-Loynes Seaport Marina Hotel-Wetlands behind MarketPlace needs work.

Seaport Village Hotel (See Page 1)

Blighting properties to encourage changes in zoning and land uses should be penalized not encouraged. The City should enforce the municipal code against improperly maintained properties and dumping. If the owners of the Seaport Marina and Golden Sails properties want to improve the City, they should invest in paint, landscaping, and resurface their parking lots and then talk to the community about redevelopment.

The two hotels (Seaport Marina & Golden Sails) are both blighted & have become real eyesores over the past 20 years. I would be in favor of either extensive restoration or demolition of either/both. But in no way am I in favor of a huge new project such as the recently shot down Seaport Marina project. Two small new hotels would be great. More retail and residential development would only lead to more traffic on already severely impacted roadways!

Loynes needs to be repaired.

Seaport Marina Hotel is a disgrace! We need a quality upscale hotel (similar to Hyatt etc in Downtown Long Beach) as well as other amenities to attract locals and tourists to this side of the City!

Seaport Marina Hotel Property smaller hotel/retail/park area

Outside of my choices of #1 & 2 (and possibly #3) the others A1

The Seaport Marina Hotel seems to be a sad waste of a beautiful area. How about a 4-5 story hotel or housing development with green areas.

1. Redoing 7th, 4th, Santiago, Colorado-paving would aid safe traffic passage. 2. If one could merge priorities of having both tourist/recreational places with some needed retail, offerings, that would aid LBS economy. 3. There are areas in which wetlands could be instituted and improved but not at the cost of the public's needs and liberties.

Leave the Cerritos Wetlands alone. No commercial development. Don't add more pass thru traffic.

Wetlands should be preserved & restored. Also a profit-making center for wetlands education should be developed in conjunction with the Long Beach Aquarium of the Pacific and others such as the Port of Long Beach and nearby universities such a center could be located near the Golden Sails Hotel on PCH or the pumpkin patch on PCH near San Gabriel River. This center could feature guided tours, a botanical garden, bird sanctuaries, etc.

The land along Loynes from PCH to Studebaker. All the land along Studebaker from Westminster to Anaheim Road. The vacant land from PCH along Westminster to the county line. All this land needs to be redeveloped to high-end housing and commercial. The land currently looks horrible, an industrial zone.

Total responses to this question: 531

Question No. 11: What is the biggest obstacle or problem you face in moving around this area?

#### Open Text Responses:

Slow traffic. Traffic congestion.

Lack of overall grand vision from the city and community. The public saying "no" is not visionary. Nor should developers drive the process. Home Depot was not a good fit, nor is a large tract of housing in the wetlands area. The Lennar development was not so bad on paper, though it really was lacking in design. Maybe retail with a hotel above instead of residential. Traffic is a sign of success and should never cause fear. mobility for pedestrians and bicyclists is limited and unfriendly.

Congested traffic. 2nd Street/PCH, 7th/PCH, Loynes, Excessive speeding on Eliot and Loynes.

Traffic congestion at Loynes and Studebaker. Also at 2nd and PCH.

No way to get from one center to another without getting back in the car and driving. Then everyone complains about traffic!

Home Depot like stores and any change/development idea that would jeopardize the wildlife and wetlands.

Too much traffic.

Rush hour and some Saturdays at PCH and Second.

traffic

traffic

traffic

commuters using PCH & 2nd street instead of the freeway during peak rush hour and on weekends.

Need for more back roads from PCH and 2nd, such as Marina Drive, and Loynes.

2nd street intersection is busy.

I live here and do not have any problems with traffic/transportation.

PCH and 2nd St.

I often can't get out of my condo complex (Marina Pacifica) on weekends because the traffic backs-up at the signal. Also, the signal for the northbound PCH left-turn lanes at 2nd St. only lets a few cars across at a time--it's maddening!

a right hand turn lane from S. PCH to w. 2nd Street

Traffic congestion. High speed cars over the 6-lane Davies bridge. Hostile to pedestrians and cyclists.

2nd/PCH intersection could be vastly improved if the following other alternatives were implemented: 1. Upgrade/improve Loynes Drive 2. Upgrade/improve Studebaker Road 3. Widen Marina Drive from 2nd to Studebaker Road Extension 4. Implement Shopkeeper Extension, regardless of potential impact to the periphery of the adjacent wetland.

PROBLEM OF STUDEBAKER NOT REACHING PCH

traffic congestion

Lack of protected and segregated bicycle lanes over the two 2nd. st. bridges serving Naples island.

Turning left onto 2nd Street from north bound PCH is horrible at certain times of the day. Going to In and Out is near impossible.

No current obstacles/problems.

Traffic mitigation. I believe part of the problem is the lights aren't timed in the most efficient manner, especially from the Belmont Shore Bay bridge to Shopkeeper. The streets could be better designed as well. Let's face it the area is dated and hasn't kept up with population growth. More right turn only and left turn lanes would help as well. Especially at the PCH and 2nd intersection.

Traffic at PCH, Marina Drive and Second Street

The only problem is traffic which you would increase with development.

Traffic congestion, especially at PCH and 2nd. Timing of the lights just NEVER seems to be in our favor?

Traffic Congestion. There are times in the day when I'm on 2nd street at Naples Plaza and it's taken me 12 - 15 minutes to get to Trader Joes! I would to be able to ride my bike to the shops, but I don't feel safe.

Studebaker/2nd street intersection. PCH/2nd street intersection.

Traffic can be a big concern, the Passport is very helpful, but increasing public transportation options in So. Cal. is usually helpful. Getting people to use public transportation rather than driving would be helpful.

This survey is completely bias as it continually asks questions in support of SEADIP development.

Circulation, options need to be integrated in the area to relieve existing high traffic pressure points. Instead of making the intersection of PCH and Second Street larger and less pedestrian friendly, Studebaker and Shopkeeper road should be linked to PCH to disperse traffic.

Evening/weekend traffic on 2nd street between Shopkeeper and Belmont Shore.

1. Traffic congestion at PCH and 2nd Street. 2. Population density increase. 3 Lack of drink water.

It has no character, no charm, and no centralized village.

The bottleneck at PCH and 2nd street. There are additional lanes that can be added and stoplight timing that can improve this issue. Furthermore, the city should finish their proposed shopkeeper road.

Poor traffic flow.

Traffic. It is horrible. Why even talk about adding more 'stuff' to the area before you fix what is wrong now? WE DO NOT NEED ANY MORE DEVELOPMENT IN THE AREA. NO HOME DEPOT. NO RESIDENTIAL UNITS NEAR PCH/2ND STREET OR PCH/ LOYNES.

Not listening to what the community wants. The actual people in the community, not the council people who think they speak for all of us.

Heavy traffic at certain times, especially at PCH & 2nd, going over the bridges, parking in Belmont Shore.

Lack of integrated flow control among major intersections and increasingly lack of respect for traffic laws on major thoroughfares.

TOO MANY CARS AND NOT ENOUGH SAFE BIKING LANES

gridlock traffic!

Traffic congestion on Second Street and Seventh Street.

Traffic at PCH and 2nd street, Loynes drive is unsafe at any speed.

traffic is heavy at times but no serious problems other than the speeding on 7th

Traffic on PCH and 2nd

It is becoming very congested exiting Belmont Shore in the summer. Perhaps some alternate routes to the freeway

lack of bicycle paths.

1) Poorly timed traffic lights. The CalTrans lights in the Iron Triangle must be re-timed; and I find it unacceptable that our City Council and the Third District Councilmember DeLong cannot get it done.

Commuters using Second Street instead of PCH or the freeway.

traffic -

Traffic. I try to drive around the area even if it's out of the way.

TRAFFIC. Parking....

traffic on Second Street, congestion at 2nd and PCH

traffic, parking

traffic, parking

Terrible bike lanes!! And 2nd and PCH are always congested. I live at that intersection and love to ride my bike and take the Passport, but they both could be made much more accessible.

traffic on 7th and finding parking anywhere

Too much traffic at 2nd and PCH.

PCH and 2nd street intersection, PCH access into Marina Pacifica Mall and Market Place Mall.

Traffic.

Traffic.

Traffic.

Traffic.

Traffic safety due to speeding along PCH.

PCH and Second from any direction.

Corner of 2nd and PCH is impacting and very dangerous. Every time the light turns, cars are stuck in the intersection.

-Re-time the lights in the Iron Triangle. It is preposterous that our city cannot coordinate with CalTrans to re-time those lights!- Widen (not re-stripe) Studebaker Road. It means a new overpass bridge over 7th Avenue.- Close Loynes Drive to thru-traffic. It is dangerous and unsafe!

Too many cars, too much traffic. Development in downtown Long Beach has contributed to more traffic coming through 2nd Street -- using this as a major travel route to Orange County. Development in the SEADIP area needs to be kept at a minimum to reduce increase in traffic.

Traffic congestion. PCH & 2nd St.; PCH & Bellflower; 2nd St. & Studebaker; 7th St. & Bellflower, etc.

2nd St & PCH

Buses don't come often enough to certain areas and they stop at midnight at the latest.

no sidewalks!!!!

PCH and 2nd street traffic during rush hour. Belmont Shore traffic almost any time during the day.

Congestion over 2nd street bridge and at PCH

I believe people complain about it being worse than it really is. If you can time your trips, there are times of the day that movement around this area is very easy. This is a beach community, and these communities are known for congestion. I think parking could be better planned.

Untimed traffic lights.

none

none

none

none

none

none

none

none

none

none

I would like to see this area made more safe for bike riders and walkers/runners. I would not like to see an increase of any retail or commercial entrances on Studebaker. It is hard enough to get to the freeways as it is!

PCH and 2nd St

No significant problem currently

Traffic

POOR TRANSPORTATION ACCESS AND ROAD CONGESTION

The traffic gridlock on evenings and weekends. It backs up in all directions. If I have to go into the area, I would never stop and shop because it is so nerve wracking just to get through the area.

Too much vehicle traffic

Traffic

Traffic

Traffic

Traffic

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Traffic

Unightly power plants, oil rigs and industrial use in close proximity to recreation, the beach and homes.

Traffic congestion in the second street/Pacific Coast Highway/Studebaker area.

#### TRAFFIC CONGESTION AT OUR MAJOR INTERSECTIONS AND STREETS.

##### Seventh street traffic

Traffic along Second St and Appian Way; especially commuter traffic to and from the freeway from downtown.

at the intersection of PCH and 2nd during rush hour

Traffic especially at evening rush hour.

traffic and further development such as commercial and retail business would just exacerbate the already existing problem of too much traffic. Especially disturbing would be to put in something like a Home Depot or Wall Mart, that would have a huge negative impact on the area.

Parking.

The vehicle traffic is a quagmire. Trying to ride a bicycle thru there is sheer suicide.

Traffic congestion

Traffic congestion

Traffic congestion

7TH Street East from Bellflower to the 405 South and TOO much traffic on Colorado Street. Colorado Street should remain residential.

The worse bottleneck by far is the "iron triangle" where PCH, Bellflower and Seventh Street intersect. When exiting the 605 onto Seventh Street between 4:00 and 7:00 PM, traffic crawls at a snail's pace, taking forever to reach PCH. The left turn lane from Seventh to Channel is too short and much in need of lengthening .

commuters using second street instead of PCH.

No complaints

Traffic at the corner of PCH and 2nd Street

Traffic congestion and poor timing of the lights at 2nd and PCH...it can be incredibly bad, particularly in the summer when the boat ramp is being heavily used and large vehicles with trailers are backed up in the intersection.

No obstacles.

Traffic/Improve Loynes Dr., it is so bumpy that anything over 30 mph makes your car fly, I know that area was part of a land fill many years ago, but dig it out and start over.

Traffic congestion. Solve that problem first before even considering additional development.

Traffic on 7th St, 2nd and PCH

PCH & 2nd st.

traffic flow

traffic flow

traffic at PCH and second street

traffic at PCH and second street

Traffic and developers feeding our City government

it's the traffic

Too much speeding of cars. people not stoping for boulevard stops. People who no not use turn signals. many times (sat. especially) it is very difficult to make a left turn from Palo Verde and vista onto Loynes Drive especially because of speeders.

The continued development of homes and retail shopping in the area.

Developers.

Traffic congestion.

Traffic congestion.

Traffic congestion.

Traffic congestion.

Traffic congestion.

Rain water.

Traffic. Specifically the intersection at Westminster/2nd and PCH. It can easily take two lights to get through to the farmer's market on Sunday.

Poor traffic light timing at 2nd & PCH intersection.

There is a very nice walkway along Loynes between Bellflower and PCH. We need much, much more of this type of thing. The traffic through here is horrible so walking is not an option. So many people live in this area and yet t is unsightly, loud and dangerous. Can't we develop our City responsibly?

Traffic @ 7th/Bellflower/PCH traffic @ PCH and 2nd st.

none, except at peak work day travel times.

The amount of traffic lately. We have lived in our home for almost 35 years.

7th St. to freeways is a nightmare.

The timing of the street signaling, it needs to be synchronized better.

Rush hour traffic

too much car traffic

none that I am aware of

traffic congestion at PCH & 2nd

fuel cost

2nd and PCH

Traffic @ 2nd/Westminster & PCH.

Way too much traffic exiting the shore area in the morning, headed to the 22-405 and the opposite direction in the evening.

Traffic on 7th St. For 2 ½ - 3 hours in the am and the same 2 ½ - 3 hours in the PM it's a zoo and race track. Check the accidents reports at 7th and Santiago. Also Studebaker should be punched through to PCH to relieve the pressure on the corner of PCH and 2nd st.

The back up of traffic on 7th st is by far the greatest obstacle. The intersection of PCH/7th and Bellflower. Another problem for me and my family is people turning around in our driveway all day ever day. People heading westbound on 7th from the above intersection take the left onto Santiago and turn around in our driveway. I can't imagine how a superstore or major hotel would make things much worse for my family. We have a Lowes within a mile of the proposed Home Depot area. We have downtown development of hotels and plenty of room for more than that won't effect the wetlands.

Traffic conditions.

The marathon makes me crazy.

Traffic at PCH/2nd St.

There is limited parking on second street, should have off site parking with shuttle to this area so that it can be fully used.

It is not pedestrian/bicycle friendly. Traffic moves well except during commute hours, but gets worse daily.

I don't have any problem moving around in the area because quite frankly, I'm not in a big hurry. If I have to sit through a signal a couple of times, it really doesn't bother me.

Traffic is tough at times, Loynes can be challenging, and real intense development will only make things worse.

Streets are not pedestrian or bicycle friendly. Traffic at second and PCH is congested

Traffic, left turns from 2nd st. to PCH (north).

The traffic is bad. The passport doesn't come onto the Peninsula. There are dozens of service people who walk on and off the Peninsula daily; the Park at the Peninsula's end is accessible by car or foot (no bike trail, no buses) Fishing off the Jetties has left it unsightly, build piers for surf fishing and get the surf fishers off the Jetty and beaches. I would take the Passport to a movie/restaurant/shopping as would many seniors and service people. The new signals at 2nd Bayshore and at 2nd Santa Ana are a real help. The 4-lane highway on the Peninsula is a waste. Make 2 bike lanes/two lanes. This would also make entry onto Ocean safer. I see accidents weekly as views are restricted for backing out and exiting side streets.

The traffic can be awful. 2nd street can be in gridlock, followed by gridlock on PCH. I think economic growth would logically result from the others. There is lots of parking; it just doesn't connect well to the restaurants/shops.

The gridlock at PCH & 2nd. The signals don't match.

Traffic always an issue, 7th St. around CSULB is a mess.

I simply do not like the area.

Other vehicles.

2nd Street between Naples plaza and PCH

The cross-town traffic

Traffic congestion at 2nd/PCH. The road is not designed to handle existing traffic; talk of more development is simply crazy. The physical ability to deal with increasing traffic cannot be answered by extending shopkeeper road at the expense of taking wetlands.

2nd & PCH/7th & PCH no coordination, needs some type of overpass or dedicated through lanes.

Not many.

Uncoordinated stop lights, too short left turn lanes, not enough lanes on 7th St.

Lack of choices/shopping/restaurants

None Now

The intersection of 2nd and PCH is a bottleneck. This may be impossible to improve but care needs to be taken to see that it is not made worse by commercial development.

no comment

I face few obstacles moving around the area. However, there is no denying that peak hours at 2nd st and PCH can be tricky. But outside of peak hours there are no problems and I drive these streets on an almost daily basis

Traffic at 2nd Street and PCH

Seventh St. and also PCH.

I don't feel there is too much of an obstacle. Public trans is not very practical for me but I would use it if it were more convenient.

I dont face any real obstacles.

Traffic at PCH and 2nd St. No sidewalks along 2nd St. In general, lack of accomodation to pedestrians

Rush hour traffic, it is fine other than at that time

Traffic can be bad at PCH and 2nd. More bike lanes would be good.

Excessive traffic

Traffic flow, sheer numbers of cars traffic lights are wrong for flow

The streets are big and crossing the street is hard at PCH and Westminster

The streets do not have safe bike paths. With rising gas prices and no sign of abating costs, bicycling is going to become increasingly important.

traffic at the intersection of PCH and second street. no good bicycle connection between marine stadium and the boat harbor area. pedestrians have to cross a major intersection to utilize the marina Pacifica or marketplace shopping/dining areas.

Traffic!!

entering and exiting 22 Fwy off Studebaker. PCH and 2nd street intersection is often jammed up

Long delays at 2nd St and PCH... in any direction. Overly-crowded parking lot at Marketplace. Unevenly settling sub-based on Loynes Drive.

i just don't think it works well for businesses, it would better serve residents as a nature preserve or park. it is beautiful and open, we don't need more stores and restaurants. we need more green, open space and parks. the environment is a big issue right now, long beach needs to embrace it.

Traffic lights need to be timed

too much traffic

too much traffic

Traffic, during peak commuting hours. Pacific Coast Hwy has a high traffic volume and is not conducive to walking or biking through the area. A separate pathway might be useful.

The intersections of PCH at 7th and at 2nd in all directions.

Traffic. Need more bike paths

Lack of integrated public transportation between transportation hubs in Long Beach and Orange County and bordering communities. Traffic gridlock caused by increased commercial and residential development.

Congestion. Congestion. Congestion. And traffic.

traffic on the bridge and at PCH and 2nd St.

just don't travel around 5-7 at night

Depends on when I go. The only times I've experienced problems are on weekends. I FORGOT TO PUT ON THE FIRST PAGE THAT I OCCASIONALLY VISIT THE FARMERS' MARKET DOWN THERE. In fact, I go to the Farmers' Market and the Indian restaurant many more times than I go anywhere else in the area. On weekends there is a lot of traffic on Second Street and PCH. It's probably there at rush hour too, but I can avoid that.

7th and bellflower intersection could use extended intersection and rt hand turn lanes.

-Gridlock at PCH-7th Street

Wetlands are not identified or open.

Commuters using 2nd street instead of PCH.

Too many cars, too much traffic. Development in downtown Long Beach has contributed to more traffic coming through 2nd St. using this as a major travel route to Orange County. Development in the SEADIP area needs to be kept at a minimum to reduce increase in traffic..

Traffic at PCH and 2nd St, Loynes drive is unsafe at any speed.

Traffic congestion on 2nd St. and 7th St.

PCH has allot of traffic in general. But I believe that's the case on PCH everywhere.

Traffic. Too many people in too many cars.

My own LB City politicians because they are doing this survey with the idea of getting feedback from enough ignorant people that they think they can develop this area for money purposes only. I think they have a problem seeing that the wetlands is the healthiest and best choice in the megalopolis we live for multiple reasons: health, wildlife migration and permanent residence, even a place to add a natural way to filter our sewage one more step for drinking purposes.

Obviously traffic. Signal lights need to be synchronized and bicycle lanes improved. I am staunchly opposed to anymore retail development.

I have no problem now since I bike and walk most places. I would hate to see more traffic congestion in this area.

A bike path or trail into the wetlands would be nice.

Traffic jams on the weekends- especially on PCH

non motor car issues are no safe walking or biking paths -people drive to fastened better public transportation, like from the metro blue making rail a way to travel about LB and its arteries to help alleviate the traffic arrows after lights would help w/ people turning on reds

Lack of trails and bike paths

The congestion at PCH near Second Street in the afternoon. Also 7th Street at CSULB and VA Hospital is becoming excessively congested. I find the Passport bus extremely usable to get to CSULB.

price

Blocked access to natural habitat areas

i have no issues

The intersection of PHC and 2nd street. Extending Studabaker from 2nd through to PCH would help greatly

traffic on PCH is tough sometimes in a car. It would be great to have dedicated bike trails throughout the area

Light at PCH and Second Street.

Crowded parking lot at Marina Pacifica and Marketplace.

-The IRON TRIANGLE is among the top-5 most congested intersections in all of LA County and for years the City Council has approved statements of overriding conditions! It is time for the Council to kick CalTran into retiming those lights!

No problems!

The roads are not wide enough for the amount of traffic in the area and the traffic lights don't appear to be timed correctly.

Traffic congestion is bad everywhere but the bottlenecks at the corner of PCH and 2nd St. as well as 7th St and PCH are very bad.

Intersection of 7th and PCH and Bellflower, Intersection of PCH and 2nd Street. Until you fix those problems nothing else can be considered in any type of expansion.

intersection of 2nd street and PCH

First, The intersection of PCH and Second Street. Second, Second Street and the entry into Trader Joe's Third, I know it's outside the subject area, but 7th, PCH and Bellflower is very difficult at times.

The condition of Loynes and the Studebaker off-ramp.

not enough quality bike lanes.

Heavy traffic at PCH and Second.

Traffic congestion around Bellflower/PCH area, which at present very impacted.

1. traffic 2. too few retail options to attract me to shop in that area

None I luv it

The intersection of PCH & 2nd street. I avoid it like the plague

Not much...traffic is always an issue...this is So Cal after all...looking for ways to relieve residential street cut-through would enhance neighborhoods...easy, fast access from major arteries to attract regional market critical...parking becomes an issue and is doable

Traffic, Traffic, Traffic

none. its really not that bad

YOU!

Sometimes traffic congestion at PCH and 2nd street is terrible.

Traffic, turning left from northbound PCH to 2nd street turning right southbound PCH to 2nd street

Taking the 7th Street off-ramp west from the 405/22 -- and 7th Street in general!

traffic and goods movement

Too many cars, heavy traffic jam

I don't have any except at 5:00 PM at 2nd and PCH going south on PCH

Traffic congestion on PCH / 2nd street intersection. Bike lanes are not well laid out. For example, there is no protected bike lane on the south side of Studebaker, yet a bike path passes on Loynes.

Going over the bridge from Naples to 2nd Street and sitting through the PCH/2nd St intersection on weekends.

Traffic at 2nd and pch. Seaport is a terrible eyesore. Bixby land is ugly. It should be given a total once over regardless if they continue to hold it. Improving 7th street with more sound walls. You have increased traffic flows but have done very little to protect the residents who pay big property tax.

7th street is extremely busy most times of the day due to the presence of CSULB and LBVAMC. It is also a route to the 605, 405 and 22 fwys. Loynes drive is constantly shifting and can be a real hazard since it appears wide open but has some devious dips present. Speeders are not infrequent.

Summer traffic (goes with the territory!), under parked retail (Marketplace), intersection of PCH & 2nd St. and traffic through Naples & Belmont Shore. A dangerous obstacle is the constant jaywalking in the Shore - including women pushing baby carriages! It has just been allowed to be commonplace, ergo no respect for the law or personal safety.

No major problems.

traffic slows me down worrying about the safety of my children since people don't stop at stop signs

Traffic!

Traffic congestion normally and the marathon.

traffic on seventh street is awful from the freeways until you are past the iron triangle. the congestion at 2nd street and PCH is terrible. I drive out-of-the-way to avoid these areas. also the intersection of Livingston - the Toledo - argonne is very dangerous as there are many accidents and pedestrians cannot safely cross.

7th Street, especially exiting the 22 as far as Park Avenue sometimes. Also, traffic signals should be installed on the two streets on 2nd Street that remain as crosswalks. Especially during the summer, when Bay Shore Avenue is closed off, it is nearly impossible to turn right onto 2nd Street from these streets (I cannot remember which ones they are; I believe that one of them is Pomona).

traffic - particularly weekends, mornings and late afternoon.

Intersection of 2nd and PCH of course!

Getting through the intersection of PCH and 2nd Street no matter which direction you come from.

Traffic onj St. 7th

Traffic and its flow. 2nd is parking.

Traffic is the problem. 7th St., Broadway, 4th, and 2nd street are constant traffic problems. The ramshackle apartments built with the aid of the former assistant city manager should be removed. Make Appian Way an expressway. Place an over or underpass at 7th and PCH. Synchronize all traffic signals. Take traffic off of Park Ave.

congestion at pch & 2d st.

Traffic at the 2nd st/PCH intersection. Extend Studebaker across the wetlands to tie up with PCH will help a lot in respect to the existing PCH/2nd St intersection.

I am retired so I do not have to travel at peak times. I really do not encounter issues.

Traffic on 7th Street. Traffic around PCH and 2nd. Traffic on 2nd Street. Loynes Drive bumps.

Traffic on all streets-esp. 2nd and Studebaker No Bike paths other than the river bed and I cant access them from my home-its taking your life in your hands to bike on any major street in area

Overcrowding due to small streets packed with traffic. Inadequate parking.

2nd/PCH followed by Shopkeeper/PCH. NO BUS up Studebaker/ Palo Verde so East Side High schoolers can get to Millikan??? Would love a trolley/ light rail alternative for ELB and OC....

no sidewalks along PCH, from Havanna to Anaheim Rd.

OBSTACLES:PCH at Second Street Loynes crossing dump sites PCH at Seventh Street Lack of adjoining sidewalks No landscaping No attempts to capture view corridors

TRAFFIC ON 7TH AND PCH N THE MARINA AREA 2ND STREET.

current change in increased traffic pollution infrastructure funds

Street congestion on major streets

The intersection of 2nd and PCH (specifically the short interval allowed during certain periods of the day for left turning) and Loynes Drive - although it is kind of a kick, really.

1. 7th Street2. CSULB traffic

Way to many cars.

2nd and PCH. Period. 7th and PCH/Bellflower is slow too.

traffic on PCH and 7th street off the 22

Lack of a real sidewalk on BOTH sides of the streets, walking here feels dangerous.

Traffic congestion along PCH and 2nd Street. Inadequate bike lanes.

Traffic at PCH & 2nd without a doubt.

The price of housing!!!!!!

None.

None.

Traffic at 2nd and PCH    parking in Belmont shores

Traffic on Second St.

Major traffic congestion traveling into Long Beach on 7th from 405 freeway. Traffic cops along Loynes.

None. Long Beach is great. I used to live in L.A.

2nd Street west of PCH always backs up into the intersection of PCH and 2nd Street maybe find a way to do away with the traffic light at 2nd street and East Marina Drive.

Excessive traffic on 7th from Bellflower East Iron Triangle congestion Traffic at PCH & 2nd St

Making left turns at the intersection of 2nd Street and PCH.

increasing traffic particularly on the weekends ..we need more restaurants as on a weekend they are really crowded

The traffic and congestion brought on by continuing to build and let more people live in long beach. And parking is already bad, and you allow condos to be built with bogus traffic studies done at all hours of the night.

Traffic and lack of major shopping center

Heavy traffic at peak hours

The traffic

Forgetting to drive the back way and going instead down to PCH and 2nd Street - my bad.

Traffic . PCH needs better functioning. Seventh street needs an underpass, as does second St.

We need more people lanes, walking, biking, kayaking.

No parking around Trader Joes.

Heavy traffic during rush hour... congestion from 7th/PCH to the 22; Congestion at PCH/2nd Street, and 2nd St./Studebaker

Congestion of the major roadways during peak hours.

Traffic congestion at 2nd street and PCH - several times a day.Traffic congestion at Westminster and Shopkeeper road - around Trader Joes.

No big problems except noise, nuisance from visitors frequenting bar/restaurant on southeast corner of Loynes/PCH. Yes, the area has much potential but my guess is that residents don't want the nature and character of their neighborhood to become a magnet attracting strangers into their community. This threatens their security and pace of living which attracted them to buy there in the first place.

I face very few. All roads connect well and I feel like this is the easiest part of my drive. There could be more recreational walking trails, however, in the wetland areas to promote use and education about the area.

PCH and 2nd st. And Studebaker is getting crowded.

traffic, especially heading towards Naples, in all directions - coming from Studebaker, coming from N & S. PCH.

High traffic density. No bike paths - we need "safe" separate bike paths, with concrete and green separations from the roads.

it's a bit congested around PCH and 7th and Westminster and PCH but there are other routes around town.

Increased traffic that seems to back-up during rush hours at the PCH/2nd Street crossing.

Traffic flow on 2nd street and PCH is terrible. Increase by one lane the on ramp to 22 east from Studebaker North so cars do not have to stop but can merge a few hundred feet after turning on to the entry.

traffic at second st and pch

The traffic on PCH around 2nd street. Other than that, none.

Intersection of 2nd and PCH

Traffic entering Naples and Belmont Shores in early evening or commuting hours

Because I have lived in this area for 45 years, I am aware of the traffic patterns, and I am usually able to choose the times and routes I travel. Rush hour on PCH and surrounding streets is difficult.

Traffic - especially in late afternoon/evening times.

Too many people, cars & trucks (big ones) now.

Increased population - Increased Traffic Traffic lights obstruct smooth traffic flow. How many cars in 1970? How many cars in 2008?

Traffic!!!!!!!!!!!!!!!!!!!!!!

traffic backups at PCH & 2nd

I would like to bicycle more in the area. The "T-intersection" of Studebaker and Westminster is lethal. I would like to be able to access the river bike path via Studebaker to Westminster. Getting there via Studebaker/Westminster is VERY, VERY SCARY.

The traffic is horrific now. We don't want or need additional traffic that would result from more commercial development.

Traffic jam!

Traffic NE a light at corner of Tremont & Fourth Too many accidents as people speed through Ximeno to Park Ave.

already too much retail and office; too much pollution (traffic, noise, congestion, etc)

Traffic congestion @ PCH and 2nd Street/Westminster Blvd. Has anyone looked @ a cloverleaf at this intersection? Ditto at Studebaker.

Parking

High End Shopping...We have Money to spend LETS DO IT IN LONG BEACH !!!!!!!!!!!!!!!!!!!!!

Traffic! Poor sidewalks!

The intersection of 2nd Street & PCH can become gridlocked frequently throughout the day. Bike paths and/or trails need to be improved for access and safety.

Old/poor condition of streets 4th St, Colorado St in Belmont Heights Remove/replace old cement and smooth asphalt.

Traffic and over development-Lack of thought to quality of life.

Is this a trick question? You folks in planning cannot figure this out? Let me see....How about too many cars.

Weekends and 5:00 the traffic is bad. Lights at PCh & 7th (around VA need help) and the lights at 2nd and PCH.

No place to park-when I get home from work late at night to have to drive around and around and park 3 or 4 blocks from home.

cars

cars

Too many cars and people but thats understandable. Its a great place to visit and live.

heavy traffic

The LONG signal light at the corner of PCH and Second Street.

The whole "interchange" of Studebaker and 7th Street. Obsolete, poorly striped, poorly lit, dangerous.

Traffic in the afternoon

There is no one obstacle to fix - it's all flow.

No problem with the area. I am a native. I have been to other cities Denver area etc that uses the outdoors to attract outdoor type business. traffic is defiantly a problem but leaving the area unsightly around Westminster, PCH and that area makes it an eyesore.

Really not an issue.

It takes forever to get to the freeway. If you live south of PCH, traffic is awful

traffic control

Passing through traffic off the smaller roads and on the freeways by blocking off streets.

Traffic on Studebaker during commute hours.

Vehicular traffic speed, congestion

Westbound 7th St. in the evening is IMPOSSIBLE! Loynes' surface is uneven and unsafe. Studebaker less so, but not good.

the liberals and the EIR

Most residents don't want to accept the development of the areas as they feel it interferes with their perceived life-style. NIMBY

Traffic congestion/gridlock.

Traffic on PCH at rush hours.

Traffic exiting freeway on Studebaker, also traffic on Westminster/ 2nd street at PCH

signal sequence at second & PCH

The volume of traffic. PCH and 2nd/Westminster each being the major corridors, come together as a major bottlenecks. Any intensification of road trip usage with major congestion planning will only make the PCH/2nd bottleneck into an even greater mess. likewise, any major added vehicle magnets pushing more cars onto 7th or Bellflower will degrade the quality of life for area residents. I'd like planning to envision a decrease in vehicle traffic, greater reliance on existing retail and nature areas to offset the urban setting.

bike paths (limited)

Too many high-end businesses already causing a lot of traffic. stop adding more of these businesses. Traffic lights are set to control traffic to make sure they are stopped as long as possible to make them see these businesses. Use the traffic lights to alleviate the traffic and make it flow. The residents should come first and not the businesses.

Heavy traffic. Long waiting lines. Potholes. Sidewalks in need of repair.

Second Street traffic - make it a pedestrian zone.

Traffic, especially w/b 7th from 22 freeway and w/b 2nd from Studebaker. 2nd Street traffic in the summer.

Traffic flows well, parking is good but there is nowhere to go as business is not supported by locals.

I don't have any problems with that at the present time.

Loynes Drive is underutilized because of road condition, its history as a speed trap. The "Iron Triangle" is a terrible obstacle, and the intersection of Second St and PCH is a close second.

TRAFFIC, IT TAKES LONGER TO DRIVE FROM MY HOUSE IN THE "HOLE" TO THE MARINA THAN IT TAKES TO DRIVE ON MOST DAYS. WE ALREADY HAVE TOO MUCH TRAFFIC FOR THIS AREA. WE ALREADY HAVE TOO MUCH SEWER FOR OUR AREA AS THE CITY HAS BEEN PARKED IN OUR NEIGHBORHOOD FOR OVER 2 MONTHS WORKING ON OUR SEWER LINES.

No sidewalks on Studebaker or E. 2nd St./Westminster Blvd.

Traffic congestion in general, especially at PCH & 2nd Street and Studebaker & Westminster Boulevard

Heavy traffic and long signals at the corner of PCH and 2nd. It's also awkward travelling by car between the various shopping areas near this corner.

Too much traffic and the turn lanes are too short. The major intersections need pedestrian bridges, especially PCH & 2nd. We don't need wider sidewalks as asked below.

2nd street and PCH traffic. continue Studebaker through the oil field up to the pumpkin patch and PCH. could help to spread the traffic out.

Traffic is horrible on PCH and on 7th st

I don't face any. As I mentioned before, I shop there frequently. I would anticipate many problems however, were more retail (of any kind) to be added.

On foot it is dangerous and difficult to cross the roads. By vehicle it is painfully slow as there are just too many cars. It takes too long on public transport to go downtown to catch the blue line. Rather than a mid line decorative non functional divider, I would prefer to see a dedicated rapid bus or monorail-esq type transport not dependant on lights with few stops to rapidly move downtown to commute on blue line (which is also painfully slow due to it's silly incoordination with traffic lights...can you say the L)???

The long light at the corner of PCH and 2nd Street.

Traffic is already horrible in this area. Add bike lanes. Do not add any more development or the traffic will be even worse.

Traffic and parking.

Traffic and parking.

The congestion on 7th street westbound into Long Beach is inexcusable! The off ramp from the 405 southbound and 605 southbound onto 7th street is a JOKE -- it funnels into one lane and then merges with a crossover lane off ramp to Studebaker - this exit can take 10 minutes during the evening to maneuver! There is not excuse for this --- with a little re stripping of the roadway another lane can be made to accommodate the traffic and move the cars in a much smoother manner.

Too many parking lots. At Marina Pacifica, the area is so large that you have to drive from one end to the other. It's also difficult to access this area from Alamitos Heights because the bridge at PCH is only wide enough for one pedestrian at a time and it's so close to the street to be dangerous for the bicyclist/pedestrian and motorist. Also, the Marketplace by Trader Joes is too impacted by restaurants that its difficult to find parking during meal times. The parking lot situation here is that the spots are too small and dangerous to back out of. Parking lot at Marina Pacifica is better, perhaps due to diagonal parking rather than straight-in parking.

Vehicular congestion along Studebaker Road and then along Westminster/2nd Street as it approaches PCHwy & from Bellflower Blvd going east on PC Hwy as one approaches 2nd St/Westminster Blvd. to go No. to Studebaker. Sometimes difficult to make a left hand turn (having to wait through several signal cycles to do it

On certain days and at certain times of the day the traffic gets backed up at PCH and 2nd

Traffic at certain intersection like 2nd Street and PCH and PCH and 7th Street.

Traffic! You need to make more lanes @ intersection of PCH and @nd St.

I don't think car traffic is a big problem in this area at this time. I would like to see it more friendly to bicycles.

Traffic is usually heavy no matter the time of day. Getting out of the Marina Pacific Center can be difficult.

Investment needed to accomplish these goals Long Beach is getting a reputation for a heavy concentration of criminal gang activity. Homeless seem to be encouraged to move to Long Beach.

Too much traffic.

Too much traffic.

Congestion by people and retail shops

Traffic at PCH and 2nd.

The multiple bottlenecks for traffic: 2nd St and PCH 7th St and PCH 2nd St and Studebaker ANY development must consider the effect on these intersections.

Horrible traffic at 2nd/PCH. Dangerous conditions along Studebaker and Loynes, and at the 22 exit at College Park Dr near Studebaker. Need more direct bus connections/lines running along 2nd St/Westminster Ave straight through to Seal Beach and Orange County.

overwhelming traffic's

Lack of parking but the answer is better public transportation

Traffic, traffic back up, signal lights

Traffic, especially around that unholy triangle of 7th/PCH/Bellflower.

Downtown parking keeps me away.

PCH causing long stoplights

too much traffic from too many businesses.

Traffic congestion at 2nd Street and Pacific Coast Highway.

PCH and 2nd Street

Traffic is always backed up and it is getting worse. Feel unsafe about biking as well.

Traffic, especially during warm weather. Traffic over the 2nd st. bridge and Belmont shore sometimes is a standstill. Hard for residents to get in and out.

Gridlock at PCH and 2nd St. Gridlock at PCH 7th and Bellflower. Lack of alternative methods of transportation.

Weekend gridlock at PCH and 2nd Street.

Too much traffic!

As stated, traffic is awful at 2nd & PCH

None. Leave it alone.

Traffic Preservation of the environment and traffic are top on my list yet cannot move below to do so survey is semi fixed

MOTOR VEHICLE TRAFFIC CONGESTION. WE HAVE TOO MANY PEOPLE DRIVING AT ALL OURS OF THE DAY AND NIGHT.NO NEW DEVELOPMENT OF ANY KIND IS NEEDED!!!!!!!!!!!!

People and their cars.

Heavy traffic on Studebaker, 2nd St., and PCH; traffic back-up at the intersections of these streets; flooding on Studebaker, fwy. Onramp to 405/605, potholes on Studebaker; speeding, excess traffic, flooding, and constant shifting of pavement on Loynes, which should be properly re-constructed and rendered a smaller thoroughfare.

Wanting to leave the area. However, I moved here to be in this quiet, somewhat, to get out of the hectic grind outside of this area.

Traffic, Traffic, Traffic!

TRAFFIC!!!

Traffic Poor access for pedestrians

Too many speeding cars!! Too many cars, trucks, etc. who feel they have the right away over pedestrians.

Studebaker, 2nd street, 7th street, PCH traffic is terrible and may take several lights waiting to get through

Traffic is too dense.

traffic is certainly a major obstacle of our times and this part of the city as well. Enhancement of PCH/ Second street area thoroughfares and bridge networks for the community. transportation, and waterways would enhance the gateway to the city to match the West side development amenities. The obstacles of utilizing wetlands areas, and preserving the sanctuary at the same time is important. Creating a means of present and future generations understanding the need for preservation and protection of wetlands and the wildlife sanctuary may be best handled by creating a more dynamic interaction with it and the aspects of other activities in the area.

Attempting to make a left hand turn from Palos Verdes Avenue onto Loynes Drive.

There is congestion coming into Belmont Shore during the early evening as people begin to come home from work. Generally, I don't find moving around in this area a huge problem.

It's ok - just don't do anything to make it worse.

Parking is most significant concern - easily solved with an easy access shuttle thru the area - to prevent the need to move the car.

Traffic bad only at certain times of the day-Better Traffic Planning, lane control etc can alleviate 95% of the problem.

I don't have any problem getting around in this area.

traffic is the greatest problem. Please don't make it worse.

Traffic. Poor design of Market Place hard to walk around. Doors are not internal but face the parking lots.

Traffic Jams

It would be nice to have safer bike lanes to take family bike trips to the beach, shoreline village, schools, etc. The 7th street entrance into LB is ugly.

Traffic is extremely bad and any more commercial or industrial would make it unbearable.

traffic is not that bad, the worst times are Friday after work and summer weekends/ Sunday afternoon. Light timing might help some, the biggest choke hold that could be relieved is left and right turns from Studebaker/ 2nd street and Studebaker to 7th/405/605 and reverse. There is not a lot can be done going over both bridges and I don't think we need to increase the speed of traffic through Naples

Access to nature.

Parking is horrendous. Not enough, and not BIG ENOUGH SPACES, If you don't own a compact car, it is nearly impossible to park and get in and out of your vehicle. Some of us are tall, and we need the larger car for leg and head room when we drive. We are penalized for being tall and buying a bigger car. Additionally, there are not many accessible drive-in type shops for living needs. Some are grouped in weirdly designed centers that are not inviting or approachable very easily. Some of the designs are ugly and out of date. The roads around Loynes need redoing due to the under the surface irregularities that make the roads swell up and down, making one sick to drive there. The young kids enjoy the "E" ride, but it is not really a very safe road to drive.

Increased automobile traffic and no bike lanes providing for alternative transportation.

to many retail stores

Traffic at PCH/2nd Street.

Traffic problem

Traffic congestion at Westminster & PCH.

2nd & PCH

clogged intersections on PCH and cross streets -- I have to cut through neighborhoods to get anywhere quickly

I don't have a problem moving around this area.

The traffic congestion at and around the intersection of PCH and 2nd Street. I believe the cannot support an increase in the volume of traffic without causing residents a great deal of inconvenience.

None, I don't have any problem other than by the college. The lights need to be adjusted to help the flow on 7th street to increase the traffic INTO Long Beach. Otherwise the extra 5mins. at a light at PCH is worth stopping and looking at the natural landscape instead of concrete and MORE cars trying to get out of MORE stores. NO MORE STORES. Marina can't even support stores more than 3-5 years other than Albertsons.

intersection of PCH and second street is over congested. too much traffic - difficult to get into and out of businesses at that intersection.

TRAFFIC CONGESTION AT THE INTERSECTION OF 2ND ST. AND PCH on weekdays, weekends and especially during grand prix.

gridlock traffic

too many cars and not enough safe biking lanes

lack of integrated flow control among major intersections and increasingly lack of respect for traffic laws on major thoroughfares.

not listening to what the community wants. the actual people in the community, not the council people who think they speak for all of us.

traffic, it is horrible. why even talk about adding more stuff. to the area before you fix what is wrong now? we do not need any more development.

poor traffic flow

the bottleneck at PCH and 2nd street. There are additional lanes that can be added and stoplight timing that can improve this issue. furthermore the city should finish their proposed shopkeeper road.

it has no character, no charm, and no centralized village.

1. traffic congestion at PCH and 2nd street  
2. population density increase  
3. lack of drinking water

evening/weekend traffic on 2nd street between supermarket and Belmont shore

this survey is completely bias as it continually asks questions in support of SEADIP development.

Los Coyotes Diagonal is grossly underdeveloped and could provide much improved access to the 605.

Traffic on PCH & 2nd Street along 2nd Street.

Too many cars during rush hour!

circulation, options need to be integrated in the area to relieve existing high traffic pressure points. Instead of making the intersection of PCH and second street larger and less pedestrian friendly, studebaker and shopkeeper road should be linked to PCH to disperse traffic

7th Street Traffic!Help!!!!

Making a left on northbound PCH at 2nd and then held for light at Marina Pacifica/ Albertsons

Traffic is heavy @ PCH & 2nd Street-but I use back streets to get around. I don't see tremendous obstacles in moving around the area.

Traffic Jams

The single largest problem in moving around the Southeast corner of Long Beach is the congestion created by work commuters on Second Street, PCH, Seventh Street, West Minister and Studebaker.

Heavy traffic-speed (too high) of the traffic.

1) As a resident on Park (btwn Vista & 3rd), I walk down to 2nd Street frequently with my doggies. Crossing from one side of Park to the other is dangerous due to speeding cars. I would love to see strong enforcement of speed limits and see those limits lowered to hopefully get the point across! Perhaps cameras that send out tix (automatically).2) High traffic volume @ 7th, PCH, Bellflower.

traffic can be a big concern, the passport is very helpful, but increasing public transportation options in So. cal is usually helpful. getting people to use public transportation rather than driving would be helpful.

To many cars passing thru going to freeway

the intersection of 2nd and PCH

Increased Traffic.

Traffic congestion. Provision of unintended traffic corridors through established neighborhoods adjacent to the SEADIP area should be strictly prohibited.

Improve traffic movement at 2nd Street and PCH.

PCH & 2nd - Perhaps we could put an overpass over PCH. Keep the traffic moving- congestion, air pollution from many cars especially if go up in height.

The horrendous traffic!

Too much traffic on streets.

2nd Street & PCH does not seem to be designed for the amount of cars that travel here - the traffic signals do not seem to coordinate. A separate pedestrian bridge from Naples to PCH would be nice.

Traffic congestion. Road conditions (potholes bad sidewalks with cracks)

1. 2nd & PCH intersection 2. Movement onto entrance 7th Street heading east to the freeways.

None! I walk ride a bike & encourage others to Carpool!

Traffic (2nd/PCH)

Traffic at PCH & 2nd Street is really bad.

Traffic @ PCH and 2nd St., in all 4 directions. Why does traffic flow move well even at peak hours in Seal Beach but not after we enter LB? That City has a huge population of thousands in Leisure World. It also has limits to the degree there is a state-owned road, wetland areas, a big employer (Boeing), beach town visitors. Adding retail like Home Depot would be disastrous in that area. We don't need another home supply with several an easy drives distance.

That the wetlands are to be fenced off.

Lack of proper environmental planning.

Questions 8, 9, & 10: These are political questions; stick with SEADIP.

Congestion

Unsafe for bikes or pedestrians.

I don't have one, except for occasional traffic.

None, it is a major crossroad between LB & Orange County. Expanding roads will not alleviate the cause of this congestion, which is excessive number of cars.

2nd St can be impacted by traffic frequently and very slow.

I don't have a problem moving around the area. If you add more retail space or homes/condos/hotels etc. You will increase traffic to the area and increase congestion. We need more open space. Less development.

2 primary roads (e.g. PCH & Studebaker) move people into area efficiently. However, all movement is restricted to vehicles rather than public transportation, pedestrian access or other non-vehicle forms of transportation such as bicycles.

None at present.

Traffic. Develop more transit in the area. Provide safe bicycle lanes. Encourage walking. Slow down speeding cars. Don't make this an expressway to the freeway.

2nd Street through Naples and Belmont Shores.

For me-->none. Having a we little bit of open space (The Los Cerritos Wetlands) is much more important than expanding development. I'll sit in a few extra minutes of traffic to enjoy our open space.

It isn't a safe place to ride a bike with children. You have to drive and it is congested. What about a park to ride trolley?

No Problem

Slow traffic going west on 2nd Street.-better parking in the shore-remove off street parking-build structures

The multiple bottlenecks for traffic.2nd Street & PCH7th Street & PCH2nd Street & Studebaker

Heavy traffic at PCH-2nd St

Everyday traffic and congestion. Excessive speeding and traffic safety in my neighborhood. The increase in outdoor dining on 2nd street without parking has worsened residential parking. Large sized regionally advertised special events are having a significant negative traffic and parking impact on my neighborhood Belmont Heights/Belmont Shore. The City looks the other way when event operators use our residential neighborhoods as a freeway and parking lot for commercial "nonprofit" events benefiting 2nd street businesses. Oversight is needed to protect our neighborhoods from traffic. The effect of this is a cumulative decrease in our quality of life. The City needs to hold business and event operators financially accountable for these impacts. The City needs to find money to mitigate residential traffic problems.

Horrible congestion! Major roads are so impacted that cars are cutting through residential neighborhoods. Any massive new development, especially retail & residential will only make this remarkable situation worse!!!

Inadequate public transportation and parking.

Traffic sometimes can be slow.

Eco-friendly resort spa w/ water recreation-small boats kayaking

Sometimes PCH gets very crowded...Friday evenings.

Actually little except the noise pollution that comes from "boom box" other from passing cars!

Too many cars passing thru going to freeway.

The intersection of 2nd & PCH.

The biggest problem is the absence of bike lanes and bike parking spaces. The next problem is the absence of a bus service running between Golden Sails Hotel and the San Gabriel River.

Flow of traffic - we need additional roads and bike paths and sidewalks when land is developed.

Total responses to this question: 555

Question No. 17: If you have other comments regarding land use, transportation and quality of life issues or you would like to be more specific regarding any of the questions asked in this survey, please use this space.

#### Open Text Responses:

Make the SEADIP plan a balanced plan where this corner of the City takes advantage of the revenues that can flow into town from our Orange County neighbors!

The City needs to develop a long range plan to fully mitigate any traffic increases on arterial SEADIP streets and residential streets in Belmont Heights, Belmont Shore, Napes, Belmont Park. Traffic impacts from grid locked streets are seen miles away from the development (including residential neighborhoods) and should be mitigated not ignored. Trip distribution patterns should be based on actual local area studies. Why has the City required traffic mitigation from projects in EIRs and not improved the roadway (Wild Oats, Marketplace) as promised? Stop trying to fool the public-the original Marina Pacifica condo project was described in the EIR as vacation homes not likely to increase traffic in the area. The cracker box (limited partnership) 8 unit apartments built in the 80's were sold as needed "senior housing" then a few years later went section 8. Does the City really need anymore Condos. What is the cost to the City service 10,000 new residents? How much more money are taxpayers going to have to pay to rebuilt downtown (Mall/Pike/City Place retail failures)? A lot of this downtown traffic is going to flow down into the SEADIP area. To update SEADIP- the City should provide residents with specific vehicle per day numbers (trip generation) for each perspective land use/densities so that they can give informed opinions. Land owners should know ahead of time whether their property is going to be negatively affected by new SEADIP plan traffic mitigation. The Seaport Marina traffic analysis was poorly done and did not include cumulative City growth. The City needs to develop a Mobility plan along with it's Land use plans. Long Beach is not New York or Boston. The City's expectation that residents or workers will car pool or take rapid transit is overly optimistic. Douglas Park assumed that 20% of the workers would use public transportation or car pool. The City should survey existing LB properties to determine actual mix-use trips and residential commuter patterns. How many City staff workers use public transportation.? I've ridden the Blue Line about 50 times to Hollywood and I can tell you that this line or the buses are not used by upscale professionals who own condos downtown. "Smart Growth", Historical Preservation, and Green Building Design should not be used as credit for needed traffic mitigation because tax payers will eventually have to pay for what developers should have.

Open space is the reason I stay in this area. Congestion, due to future development will drive me away. There is an opportunity to restore the wetlands just like Bolsa Chica, which would result in an economic boom, by enhancing the beauty of the natural area. It will also bring tourism dollars.

Bring in professional urban planners and designers to investigate and dream about the major opportunities that this area offers. Get community input, yes. But designing such an important area by community input and surveys does not get an inspired result. Just a big old muddy compromise, much like what's already there. We could do something world-class. Let's quit holding ourselves back just because a few can scream really loud.

Input from the community directly impacted by any SEADIP proposed changes should be given more weight than from residents from other communities.

I feel that the survey gives limited options because the options appear to be the same in nature - too much commercialization. I am opposed to the development of more housing, especially apartments, condominiums, townhouses. I am also opposed to low-income housing which breeds crime. I would like to see more greenery, open spaces, and more creative architecture. Less use of overwhelming concrete and steel. Less fast food eateries. If the city is going to develop the area in a commercial way, then it should be attractive, inviting, and incorporate as much of the natural beauty of the area as possible. Use of cobblestone or brick for the flooring, fountains that blend in with the greenery, and open spaces should be the goal of any development in this area.

Because the wetlands and waterways constrict traffic (and need to be protected), I don't see how any sane person would want to expand commercial development beyond improving the sites that have been neglected.

This survey does not allow me to prioritize my feelings properly. In question three I do not want it to be interpreted that I support anything other than the first item but I cannot delete or omit the others. I would support other items you have not listed as I stated in question two but those were not an option in other questions. I do not want the answers in this survey to be used to say that I support things that I do not.

preserve & restore the wetlands-we need them! time traffic lights to improve flowmake better bike lanes walking paths. limit new development change law to allow harbor to use mitigation credits to clean up wetlands green development

home depot does NOT fit!

Bring in high end retail. Clean up the area including medians, properties. Clean up the wetlands. Put trees around perimeter the wetlands. Make it bicycle / walking friendly.

I am not concerned about traffic congestion

Possibly walking trails thru the wetlands. Let more water into wetlands where oil fields are located.

Please see earlier comments.

The loss of the Home Depot was a mistake. The tank farm is derelict and the Home Depot would have had minimal impacts on the adjacent residential area. It is a shame NIMBYism worked so well. I want to see Shopkeeper Extension implemented, regardless of impacts to the periphery of the wetlands. I also think the Pumpkin Patch should be developed with office uses or retail. Otherwise, I generally support the protection of the remaining open space as wetlands restoration.

none

The PCH/Westminster area is very car-centric and very unpleasant to walk or ride a bicycle (actually dangerous) through.

I don't think more retail is generally needed in that area. It is a prime waterfront location yet little is being done to make use of that where people can enjoy it. There is a great big parking area for the boats, I would get rid of that and make that a nice area where people could dine and enjoy the view. Or make it a small park. That big ugly hotel will free up some prime area--don't give it to developers.

Need to de-emphasize cars and retail space. Need to emphasize walking, biking, exercise, community, open space and nature.

In my personal opinion all the areas that are preserved should be accessible by the public so they may enjoy the beauty, see the value and contribute to its preservation. The whole notion that we need an inaccessible sanctuary for wildlife in the middle of a city is ludicrous. Wildlife will find a way to co-exist if this is where they want to be, and if we as humans need to be in touch with the wild we can take a trip to any of our country's expansive wildlife preserves outside of our cities. If the best use of the land for future generations and the city of Long Beach is to create a preserve/reserve, our job is to keep these areas clean and accessible/habitable to the animals and the humans that live in the area and to peaceably co-habitate.

The SEADIP area cannot support more population without a much better road system. Retail is also a problem in Long Beach. Most people who have substantial disposable income live in the Sea Dip area, but do not spend their money here. Instead, they go to Orange County to buy and to spend their dining dollars. Maybe we need a shopping area similar to Fashion Island. The problem - not enough shoppers to sustain high-end shops - a Catch -22 situation.

You have really ignored the Wetlands which occupy a large area in the SEADIP area. b We certainly do not need MORE transportation modes..ie Shuttles.

Questions 4 and 5 should have a comment area... it's hard to generalize the condition because we have really nice areas and really ugly areas so it's hard to choose an overall condition. It's a tough situation, I think the city should start with the areas that they have direct control over (traffic, infrastructure, street beautification, etc.) I think then new/renovated businesses would be more apt to try and match the quality of the area - if it looks run down, they don't make the extra effort to build something more aesthetically pleasing.

1) The city needs to define the overall traffic plan and STICK TO IT. This plan can only be implemented if the city has a reasonable idea of how the overall growth will impact the existing infrastructure. That can only be determined if you STICK TO THE DESIGN PARAMETERS. 2) It is unfair, and, ultimately sub optimal for the city, to allow each developer to plead their unique case. (see #1) On the surface, the idea of allowing exceptions makes sense, but in practice, it only slows things down and reduces overall development. Developers, rightly so, believe they can enhance their individual project with some targeted lobbying which slows projects considerably and wastes enormous resources (costs) for both the developers and the city. And, other land owners don't develop their land because there is reason to hold out hope for an "exception" or, worse, they can't respond to the market because a subsequent project could take the economic rent they previously identified. Finally, the city is left managing and arbitrating the whole thing and sub optimally solving traffic and infrastructure problems. In the end, overall economic activity is most enhanced when the government removes uncertainty. It isn't a give away, it is simply a clear definition of expectations; it will lower costs, reduce conflict and speed economic development for everyone.

I ask city officials to rethink their motives for taking on the SEADIP area. Why not focus on areas of real need -- for instance the Anaheim/PCH/10th st area that has been hit hard by violent crime.

Restoring the wetlands should be priority #1. The Port of Long Beach should finance this as part of their environmental impact to the community. Development based on smart growth principles a close #2 with the increase in sales tax increment directed to wetlands restoration. This will hopefully sway environmentalists to not oppose all development. Adding alternative street routes and alternative means of commuting other than the car will relieve traffic pressures on existing streets. Don't abandon PCH to solely car use. Wide sidewalks with double rows of street trees could transform this stretch into a beautiful boulevard gateway into Long Beach. Maximize development on existing developed sites as opposed to building lower intensity development on empty lots should be made a priority. Create a beautiful pedestrian promenade along the marina lined with retail shops. Create a strong vision with design criteria that become the framework to improvements in the area. Hire an urban design consultant to lead the effort with a distinguished flexible experienced group of stakeholders with the understanding that some compromise by all will create greatness. These people will become the ambassadors to the plan to gain community consensus.

I thought your survey was biased towards develop commercially of the Wet Lands. The should be a "box" for none the above or write in!

The modern building always look ugly in 20 years, so going for a cap cod or Spanish Revival look will keep the building looking good for years. Also, we should limit the saturation of places like nails shops, dry cleaners, and the like.

Why is it necessary to change any zoning requirements to encourage development? We have a wonderful wildlife experience in Long Beach. The first priority should be to preserve and enhance it. We should not be considering zoning code changes that will create a windfall profit for developers and increased tax revenue for the city. Those considerations pale in comparison to potentially losing something that future generations will never get back.

Land use-we do not need a Home Depot on Studebaker and Loynes. We do not need 470+ residential units on PCH/2nd Street. We do not need residential units on PCH/Loynes (Gas Lamp/Golden Sails site).We do not need anything that is going to negatively impact traffic in the area. 2nd St/PCH is already the worst intersection in Long Beach. Why add to that? The gridlock is horrendous every day. It is impossible to travel from Long Beach to Seal Beach in a short amount of time. Leave the wetland area alone. Leave Shopkeeper road as it is. Leave the pumpkin patch/Christmas tree lot as it is. Just say NO to commercial/residential development in this area. The roads cannot take it. Let those of us who live here try to have some quality of life with regards to traffic. Home Depot will ruin that. Residential units at PCH/2nd Street will ruin that. Residential units at PCH/Loynes will ruin that.

I would like the councilman in my area to actually listen those he represents and not the "big business" that he is trying to move into our area.

Preserve wetlands areas (all of them); limit building heights so as not to block sky; preserve open spaces; no large-scale developments or dense housing; add trees; encourage environment-friendly approach to preserving a beach-community feel to southeast L.B.

PLEASE, NO MORE COMMERCIAL DEVELOPEMENT NEAR THE WETLANDS AT WESTMINSTER AND P.C.H.!!! WILDLIFE AND THE MARINE ENVIRONMENT SHOULD BE CONSIDERED. LONG BEACH COULD BUILD ITS TAX BASE BY GETTING MORE TOURISTS. TOURISTS THAT VISIT A CITY NAMED "LONG BEACH" WANT TO SEE CLEAN WATER, HAVE ACCESS TO MARINE RECREATION AND ACTUAL "WAVES". DO SOMETHING WITH THE MONSTER CALLED A "BREAKWATER"!!!

We have too much traffic already--and not enough wetlands. Wetlands are important, not only as habitat that humans can enjoy seeing too, but also as the "kidneys of the earth"; they collect, filter, and store our precious fresh water; they also act as flood control; they are important as carbon "sinks" that collect greenhouse gases. Over 95% of California's coastal wetlands have been paved over; we need to preserve the only wetlands we have left in the Long Beach area. We already have a good selection of businesses in this area; we need a beautiful resort hotel--and wetlands that would attract tourism.

Do not allow any more commercial or residential development in this area. Do not allow the planning department to issue variances to the existing codes.

Start with the Delong initial groups recommendations and fine tune based on input. I am in favor of wildlife and wetlands preservation but not at the sacrifice of peoples quality of life

Please keep height limits for residential at 2 stories. Please allow residential areas to retain their character by tight control of building codes and limits. Don't let the small lot areas of Long Beach build to lot lines and/or with such large square footage that it changes the nature of the neighborhood. Generally, in our area I feel there are more than enough retail/commercial shopping/service opportunities. Quality of life issues are more important.

restore the wetlands, limit commercial development.

Council member DeLong has squandered the public trust in this process. He has supported the Lennar Development despite community opposition; he tried to rewrite SEADIP without community involvement; and he advocates the Home Depot project despite its questionable legality and negative impact to the surrounding community and wetlands. Remove DeLong from this process, insert Towner into the process, and perhaps ELB can move towards some meaningful compromise.

Stop development!

There are so many examples in southern California of what southeast long beach could be. Look at the planning in corona del mar, with subterranean parking, tree lined streets, pedestrian and auto access and yet has maintained a quaintness. Another example is Larchmont in Los Angeles, Del Mar in San Diego. Our community should have the same prestige, architectural appeal and still service the needs of its residents.

stop growth!

Thank you for this opportunity! Please give us more bike and pedestrian accessibility, and development that encourages locally owned businesses and preserves the environment!

The city needs to listen to the people who care for the environment.

It is important to respect this area for what it is -- a natural wetland that is adjoining to a large Bay that connects with the Pacific Ocean. This area is a place of natural beauty and sunshine, and the focus needs to be on preservation, rather than destruction of the area, which is being done by short sighted planners who think there is "WOW" in unwanted and unneeded retail that brings low paying jobs to Long Beach. It is an outrage to even consider placing large retail stores in this area, that would be more appropriate, and give better access to more people if they were inland. With the present gridlock at 2nd and PCH, high density housing is out of the question, and the height restrictions should be respected.

- I do not support height limits because I do not trust the current city council. - Gary DeLong's "development at any cost!" position is reprehensible.- And Suja Lowenthal's complicity in DeLong's shenanigans is shameful.- This gang approved a fatally flawed Home Depot EIR and tied up the city in years of pointless litigation. They are incapable of properly administering a city; let alone a development planning exercise.

Again, Long Beach needs to emulate Huntington Beach and restore its Wetlands. The Bolsa Chica Wetlands are a great boon to Huntington Beach, inviting to visitors and tourists and let the public know that Huntington Beach values its open space. The area around Studebaker and 2nd Street has been allowed to deteriorate into an uninviting oil commercial operation. Long Beach needs to show pride in itself and restore the Wetlands and find a way to ease out the power plants. This is a major entry to Long Beach and should be beautiful.

Don't take away what was good about the original SEADIP (i.e. limiting development to a greater extent than recent proposals). Fix what was wrong with the originals SEADIP (i.e. get the wetlands clearly defined once and for all, no matter whose property they lie on).

16(1) - Additional open space and view corridors in exchange for increased height would be first priority, but preference would be for stepped up height - very much against the monotony of Marina Pacifica.

We have the ability to be the vanguard for cities throughout the nation if we decide to think within a hundred year paradigm and utilize technology that is available but not popular: storm-water runoff collections, solar, bike lanes, intelligent developed communities, more independent retail.

We had guests visit over the Christmas holidays and without our knowledge after arriving late at night they stayed at the Seaport Marina Hotel (PCH and 2nd St.) It was a horrible experience and they could not imagine that type of facility at a pristine beach location. Something needs to be done to improve that prime location.

The city has done a great job in the planning and development of the Pine Ave. area (except for the bums!) We need beautification on this end of the city. We need high end development and shopping to keep the tax dollars here in Long Beach instead of sending it to Costa Mesa or Newport Beach. I do not shop in the downtown area as the shops are low end and don't hold anything that I am interested in. Plus I don't feel safe in that area. I spend my money in So. Coast Plaza or Fashion Island where they carry the goods that I am interested in and where I don't have to be looking over my shoulder all the time. I would support improvements at this end of L.B. I live in Naples and love this area of L.B. Improvements will keep my money here.

I would like this area to enhance the "charm" e.g. increased small businesses and discourage big chains.

This section of the city has the highest real-estate values besides the Virginia Country Club area. It also presents the highest voter turnout . It has historically been a residential area and that should remain the focus. The current shopping venues are acceptable but the traffic impact is not.

We shouldn't have to increase height limits in exchange for open space -- there shouldn't be a trade-off ... we need to improve the open space and it will become a tourist/visitor mecca.

The area is primarily a small community situated in a location of a bay and surrounding wetlands, sharing the coast with Long Beach beaches to the West and Seal Beach across the river to the south. This is a wonderful area that is not meant to be another Marina Del Rey! We do not need any more markets, stores, Businesses or other dreams of profiteering developers. We do not need to attract more people into the area to profit from their business. Keep the wetlands and open area natural. NO NEW DEVELOPMENT. NO HOME DEPOT! NO NEW PARKS IN THE AREA! YES FOR THE BAY, WETLANDS AND WILDLIFE.

There are endangered species that find refuge in the Los Cerritos Wetlands complex. It is our responsibility to police the polluters and restore this area for the public trust. We do not need another Home Depot, or more commercial development. What we do need is more natural areas for recreation to get away from all the development that already exists in Long Beach.

I am opposed to large-scale development. Big box stores and hotel chains, etc.

Height limits are a tricky thing here, I think 3 -4 stories should be the max. Traveling PCH, one would hardly know there is a marina, and bay, let alone wet lands in some area of the impact zone. Quality, foresight, and the understanding that we are custodians of our environment should be at the forefront of every development plan and not the almighty dollar. Beauty and grace will make our city unique and desirable and the money will flow from that. Once we have ruined our environment for a fast buck, it will take ten to a hundred fold more to correct our errors, so my advise is to think about it and get it right the first time.

I believe the City must resolve these lingering issues. Year after year we see no improvement to our area, even though the environment cries out for relief. Make the move!

Question # 16 is insulting. It sounds just like the marketing hype that Lennar used when trying to justify a 4-5 story building in a 30 ft. zone with narrow look-through corridors to the bay. I don't believe that we need to have a "trade-off " to get upgrades to this end of the city. We already have open space in the form of Wetlands--the city just needs to make a commitment to reconstitute them. As far as redevelopment of the Seaport Marina Hotel, I think that the area could support a slightly higher structure (hotel, restaurant and retail shops only) that would be limited to 50 feet. Even this height though, impedes the views of many residents in the Naples area. A trade-off here would be to make sure that the retail and restaurants are high quality and that a nice boutique hotel is brought into the area as it is desperately needed. Given that, Landscaping, wide sidewalks, pedestrian overpasses and signal lighting, and mandatory setbacks should not be compromised. Why can't Long Beach be classy like other beach towns? Has anyone from the Planning Department ever been to south Orange County? Wow, the southeast area of Long Beach really could look that good.

Remove oil derricks, clean up and restore wetlands/natural wild life habitats. perhaps provide some walking trails with minimal interference with natural habitat. It's great to have an area that is free of development. I oppose the development of this area for commercial and retail purposes. There is already an abundance of retail, dining, and commercial business in the area. I've heard rumors of a Home Depot and/or Wall Mart being placed in the area in question - that would be a mistake, it would make the area unbearable to travel through even with widening of streets etc. I very much oppose the introduction of these types of businesses to this area. There are 3 Home Depots, Ganahl Lumber and a Lowes all within a 10 mile radius of this area, we don't need another one.

When are we going to decide that there are enough condos and strip malls? Who in their right minds really wants more development, besides the developers, and the politicians profiting from it? When are we going to consider the needs of non-human life that we share our planet with? There are enough humans, cars, SUVs and monster trucks in Long Beach, thank you.

As a resident of the Southeast area of Long Beach, I am constantly frustrated with the inconsistency of zoning and building. The plan and the zoning and building laws need to be consistent. In addition, there needs to be some ordinances / incentives for property maintenance and improvement -- especially by the retail and commercial owners. The infrastructure of maintenance of streets is also a very serious issue. Long Beach has some incredible assets that most cities in the U.S. does not. We need to carefully use and maintain them. Look at some successful cities that use their waterways in an environmentally and economically suitable manner or cities that use large beltways as models. Long Beach can be the Jewel of the Pacific!

No. A lot of nice features exist in the area presently.

This process started 30 yrs ago, at 54 yrs old, will I ever see in my life time some changes? Come on people, not everyone is going to agree with your decision, but to do nothing is even worse.

Why are you changing SEADIP? Leave it alone.

You (the City) can improve and put in parks on the west side why not the east side of Long Beach?

improve look, traffic flow, improve pumpkin patch, better utilize flow, advertising.

This survey needs to be mailed to every resident in the City of Long Beach. Prior to this, the survey needs to be changed and made more specific in terms of which specific areas are being considered for development/change. SEADIP needs to be defined and the public needs to be educated about the situation pertaining to the wetlands and how few wetlands there are left in the city, state, and country.

No change

Survey, survey, community maps appear to be meaning less. Is City gov't so weak that it can not do anything? Shame on our politicians.

We do not want people from other areas of Long Beach to tell us what should be done with the land. We who live here should make recommendations. The New SEADIP leader, Gary deLong would not let the only remaining original SEADIP member from 1977 be on the committee.

last remaining open space in Long Beach

A plan that assures views across the wetlands from Studebaker, 2nd St., and PCH. Make it beautiful.

I am happy to be a part of this process.

Additional height may be required to attract developers. A height of up to 60-80 feet would be OK with me on some of those parcels.

I am opposed to any big box stereo (Home Depot) and would like to see the area by Loynes and Studebaker become a park or restored as wetlands. No more strip mall, please.

This is an opportunity for Long Beach to become a leader in this area, to show that we value our natural habitats and will not join the frenzy for development and commercialization but has rained our neighboring cities. Commercialization is a quick fix for money, but in the long run Long Beach should set itself apart and show real vision to both preserve and open wetlands for enjoyment of all.

We need to revitalize this area. Our taxes in this neighborhood are enormous. We need to eliminate the urban blight in this area, and introduce higher end retail that works for the people in this neighborhood. This area has changed into he last 5 years, no more fast food joints.

Our biggest ?? are the lack of upscale retail in Long Beach and the poor appearance of street landscaping. The market place has huge upzise of reconfigured to be more aesthetically and pedestrian friendly, coupled with the addition of anchor sich as Williams Sonoma, Pottery Barn etc all of which exists in So O.C. but no where in Long Beach

The signaling on 7th Street @ PCH/Bellflower needs to be synchronized better. The "gateway to Long Beach", the 22/405 fwy off ramp 7th St. needs to be improved with more landscaping and a "Welcome to Long Beach" sign (perhaps on the pedestrian bridge overpass.

The wetlands are critical, lets make Long Beach green.

wetlands

Put the high end resort hotel at 1st n Seal Beach.

less development - more open space

A shopping area (similar to the Grove in Los Angeles) would provide garden like environment, with walking access. A parking structure could be constructed w/ reasonable traffic flow to avoid large, open area parking and traffic congestion. I believe additional condos/houses in any of these areas is unnecessary. I am opposed to more housing to be built.

If the area is to remain "wetlands" slightly alter the landscape to more closely resemble the true wetlands in H.B. Maintain the roads, curbs and driveways. Keep the channel and surrounding area clean.

It has become unpleasant and dangerous to drive to Belmont Shore. It is a nightmare to park in Market lots. Drivers are out of control. The subject of high-density traffic needs to be addressed by the LBPD. Enforcement is needed.

If you put the same people in charge of this as were responsible for the Long Beach Town Center, forget it. I've never seen such a fiasco of poor planning and inadequate execution city government at its best.

Other than the need to enrich developers, I can't think of any reason to engage in the proposed development of this area. Far thinking individuals should understand the need to protect this precious area for both the animals that use these wetlands and the generations of Long Beach citizens that would benefit and take pride in their preservation. There is plenty of area to develop in this city. Once these wetlands are destroyed there is no bringing them back.

I have watched the City do some poor development in the past in certain areas like the Pike Place. Other areas have been successful (Town Center). The City chooses to go for hotel/housing and big box type development in the SE corridor. I will actively get involved against this. Haven't before will on this. Thank you for the opportunity to provide input.

As the population gets older we need to think about accessible transportation to shopping entertainment etc. Also we need increased handicap accessibility where there is a decreased in walking-large malls with a lot of walking will become obsolete, we also need to cut down on the need to use cars for not only environmental purposes, but for the aging population.

It is a crime Home Depot did not go in to save a slum area for wetlands. This city needs tax revenues not wetlands.

Again, some low-key, limited, quality development, and let's do something positive, good and beneficial in the area of nature like wetlands and a park for our beach community.

This is a beautiful part of the city. It is underutilized and poorly developed. We have a huge beach parking lot that is rarely used. Wouldn't a continuous trolley between the lot and 2nd street help, people could utilize the whole area of 2nd st without moving/parking a car. Restaurants could be developed using beach parking. We limit our potential by not planning more carefully and imaginatively.

I grew up in this area. I am now finishing my training as an ERP (Emergency Room Physician). I do not think I want to complete my training at Irvine/USC/UCLA etc because the travel times, added to a 12 hr. workday make the whole area unattractive. We have one of the most beautiful settings in the world but we have not cared for it thoughtfully. Many areas are overbuilt; who was the genius who allowed 10/20 unit apartments to replace single-family dwellings in the older parts of the city? Developers make money on these over built parcel but they hardly qualify as well-planned low-income housing. Ditto the speculation houses going up on the Peninsula – hardly the well-planned high-income housing that the area deserves.

Extend Studebaker to Seal Beach develop high quality industrial on the east side of Studebaker as zoned. (get some Brownfield money to clean up the storage tanks).

At some point when we have become saturated with commercial development, shouldn't we look for better uses of the land? The university is nearby. Couldn't they provide some onsite scientific community and bring back the lost grandeur of the wetlands?

Please: quality architecture, trees/landscaping, general beautification.

I would hate to see developers dictate what is to happen to this area. I suspect this will ultimately be the case as the city is desperate for ore money to give to the city employee unions. This include the management union.

there is enough retail, there is not enough open space.

I am so happy the Home Depot is not coming to the area on Studebaker for many reasons.

The wetlands must be defined. They must be preserved. The city should purchase privately owned land n that area, using tidelands funds or part of the proposed tidelands bond measure proposed by Parks, Rec & Marine. And restore the wetlands, the area should be set aside for recreation and open space. Or the city should start a budge for litigation; private land ownership is not compatible with the lands use.

Extend Studebaker to take some of the pressure off PCH & 2nd st.

Please do not cut down the tree by the Colorado Lagoon playground group building (boat building facility)

We need development, why must we go out of Long Beach to shop for quality?

I strongly oppose the (2007 proposed Lennar Seaport Marina Condos" to the extent that any variation form the current maximum height limitation is concerned.

Encourage lovely architecture/landscaping "park in back" for a Home Depot type with a nice front a lot of green space walking and sitting areas etc.

I don't want any more density (and traffic), but I am ok with taller buildings.

Marina Vista Park is in shambles...it needs to be repaired for use as a recreation area (soccer, etc).

Get rid of Seaport Marina Hotel Develop the tank farm Improve Marina Vista ParkConnect Studebaker to PCH Start to move the wetlands into public trust hands for future preservation

I think this is the last remaining area in Long Beach that's close enough to the water for people to feel that they are living in a beach city. This character of the Southeast area is precious; we should not ruin it with greater height and so much development and density that people feel cut off from the sea. I believe that, in the end, keeping this more natural character will result in greater revenues to the city than it could get from tax money from retail or other development.. It's tempting to compare the cost to the city of all the residential development around El Dorado Park with that of the park itself, and apply that principle to the Southeast area. We are glad the group of city planners who set aside El Dorado Park were thinking ahead and preserved this great asset to the city and the region. We should do no less.

Why is there a height limit? You are not blocking a view for anyone. The seaport marina area is a total waste of space.

Restored wetlands would be such an asset, and if we lose the opportunity to restore them now, we won't get it again. The area can't support more commercial development; traffic is already bad as it is.

Keep the wetland areas for nature...maybe integrate them into some sort of public lands access

Restore the land to its original state. We have enough concrete and buildings in this city.

This is our opportunity to improve the environment of Long Beach, and of the entire river basin, by preserving the wetlands and reducing more development. Let's face it, we are in shaky economic times and do not need more businesses. What we do need is to preserve, protect and improve the environment.

public access to a nature trail around wetlands. clean up Bixby eyesore

I have been a resident of a neighborhood adjacent to the Planning Area for almost 40 years. During that time traffic delays in this part of Long Beach have been getting progressively worse, contributing to a decline in the quality of life, due in part to the increase in non-productive idling times, gas consumption, noise, and tailpipe emissions. I expect that our local infrastructure currently is at or near capacity, and there's certainly insufficient funds available to maintain what we have. The last thing we need is build more destinations (shops, restaurants, etc.) or homes. Indeed, consumption of the last remaining plots of open space will remove much of the appeal that draws visitors and residents to this area in the first place.

we need to restore the wetlands. it is a unique type of environment, it cant be replaced after it has been destroyed. the effects of its loss will influence the health of our beaches, which is a huge tourist attraction not to mention something that increases the value of our houses. we need to restore the wetlands and increase our green open space, this will be an asset to the residents of long beach, something that will improve our health and lifestyle. it can be marketed as a tourist attraction and used in our schools to educate kids on environmental issues, it is a win win choice for everyone. it also has long term value where more development is questionably valuable, there is no guarantee that new development will be successful. market place and marina Pacifica has been on and off successful, currently market place is a mess, why build more stores and have them sit empty and vacant?

Developers adding green space that the public can not use (no restrooms, no trash cans) is useless Save the wetlands, expand the wetland -- this is a precious unique opportunity that will distinguish East Long Beach

Southeast Long Beach is known as a safe, family-friendly neighborhood in which to live. Proximity to the marina and to Belmont Shore, the Second Street bridge, Mother's Beach and the Marine Stadium are attractive places to visit but not always convenient to get to. Less reliance on private vehicles through increased public transit (trolleys?) might enable visitors and residents to spend more time in those areas. The proximity of a major university should also be considered when developing the area--what would attract students to the area? How would they spend their money or time?

The area is rather well served with retail . Hotel accommodations could stand updating. Parking availability is good. Making streets wider is probably not an option. I lean toward restoring wildlife habitat.

I feel that the public input and comment process represented by this questionnaire is commendable, it falls very short in the timeline and community exposure to this REGIONAL issue!!

Long Beach has a wonderful opportunity to create a community in the southeast that is a model for cities throughout Southern California. I believe we should do better than Huntington Beach and restore the wetlands without any builder/developer trade-offs. I believe we should consider the role that a wildlife sanctuary can play in the lives of our citizens. I believe that there is more than enough retail opportunities to be sufficient for the residents in the area. Raise taxes if needed but don't develop a residential or retail tax base for our city services.

I'm thinking of how popular the Farmers' Market down there is. I don't go as often as I used to because we got one in my neighborhood. Would there be a way to expand on it or on the concept of it and have the city get some revenue from it? (I know it probably doesn't get much from the open air markets.) Unless a place is out and out blighted, I don't think commercial redevelopment for its own sake does that much good.

Again, Long Beach needs to emulate Huntington Beach and restore its wetlands. The Bolsa Chica wetlands are a great boon to Huntington Beach, inviting to visitors and tourists and let the public know that Huntington Beach values its open space. The area around Studebaker and 2nd st has been allowed to deteriorate into an uninviting oil commercial operation. Long Beach needs to show pride in itself and restore the wetlands and find a way to ease out of the power plants. This is a major entry to Long Beach and should be beautiful.

Do not allow any more commercial or residential development in this area. Do not allow the planning department to issue variances to the existing codes.

Long Beach has done a wonderful job with its park system. I was a home owner there for 10 years, and was always impressed by the diversity, quality and quantity of parks. It's what makes it such a livable city.

We don't need more landscaping. We need to save what wild(ish) space remains and put back as much as has not yet been completely commercialized. Empty tanks can be demolished fairly easily. Restaurants not so much. Save the open space while we still can. And did I mention the old oil rigs are ugly?

#9 needs to have a N/A based on how we answered Q. above it.

Restoration and protection of the wetlands is highest priority. I am staunchly opposed to the Home Depot or any other development that poses a direct threat to the health of the wetlands or sacrifices any remaining open space in the area. Regardless of the tax revenue, more shopping and restaurants are NOT necessary in the area when there is already a glut of both. More stores and restaurants will not improve the quality of life for area residents. Additional retail development will generate more congestion, crowding and litter.

I thought that remaining wetlands were to be preserved by the Coastal Commission. Why is development even on the table? Of what use is this commission, if it does not attempt to preserve and restore what little is left of our once abundant coastal wetlands? The success of the Bolsa Chica Wetlands expansion should be a lesson to Long Beach. It is a no-brainer. Preserve what is left of our wetlands, merge it with the Hellman Ranch former wetland, and allow our citizens to marvel at how progressive our city is regarding open space, and tidal wetlands. The fact that Marina Pacifica is such a disaster should be another lesson. Obviously we don't need more development in this area.

We do not need any more retail developments in the area. There is plenty of that already !

Leave us as much open natural spaces as possible. We have more than enough stuff in this area, give us a break!

I appreciate the opportunity to comment. My priority is to keep the character of this area of the city. In its uniqueness, it is a tourist attractor as well as a joy for the residents. Don't destroy a good thing trying to impose development inappropriate to the site.

make long beach beautiful not congested...keep it natural keep it real. Woodruff between spring and willow needs to be cleaned up and made pretty to look at and Willow needs some grooming as well.

Question #16 is improperly crafted, with competing outcomes among the 1-2-3 choices--making it impossible to answer Yes or No. Strong opinions in favor of 1 & 2 would typically eliminate 3 as a choice, but the survey doesn't accommodate that.

Loynes Drive and Studebaker are dangerous streets to drive, This should be a high priority to solve their safety.

As the eastern entrance to our city, Studabaker rd. needs to have visual improvement. Sidewalks, plants and trees to shield the view of the Cerritos channel. It is a most unimpressive introduction to Long Beach for people entering from the South and East.

The area is already packed with housing, cars, retail and restaurants. Please keep the little open space we have and restore the wetlands. We don't need to pave in every particle of space. If we do we will go crazy. I am a business owner and understand economics but there is already plenty going on here. I love driving down 2nd St. and Studebaker because it is quiet and there is the undeveloped land.

There should not have to be an exchange--we need low buildings and open space, view corridor and larger setback with landscaping.

- Build a utility tunnel down Studebaker Road and widen the Studebaker Bridge over 7th Street. This would enable some development - like a business park - at the Tank Farm; and probably UPE and CPE wouldn't protest.

After viewing the map of this area, it seems to me that the tank farms scattered over this whole area could be consolidated into one or two areas with emphasis on eliminating the southern most tank farm between Wardlow and the San Gabriel River. This area could then be incorporated into the wetlands restoration. Take a look at the back bay down in Newport Beach. This has become a great recreational area and wildlife preserve bounded on all sides by development.

no comment

Landscape the medians Clean up the litter Hide the wetlands with tall trees until it's restored or developed.

I would like to see that Seaport Marina Hotel torn down and new high end shops and residential lofts built in its place. I would like to retire at some point, downsize and live in that area because of its close proximity to shops/restaurants/grocery stores and movie theatres.

Less development period.

Protect our Moon Jellies and restrict the usage of the Colorado Lagoon by people who do not live in the area.

The City is bereft of quality retail and all that it brings.

I would say lets just keep on the Green Bandwagon - we are already leaders in this area and our Mayor has made it a priority. We can create those "Green Collar" jobs that are such a buzz lately, and attract visitors by marketing it. Reach out to leaders and partners like young designers and CSULB grads who are on the cutting edge and know what the next generation of consumers are going to expect. They want Long Beach to be fun, super hip, new, and ahead of the curve on the environment. Take a look at the new-urbanism examples in the Denver metro area and Seattle. And THANKS for reach out to the community like this - we are a great resource too.

parks-parks-parks-green-green-green

The area is already very congested and cannot sustain additional housing or businesses

Fix Loynes Drive -- permanently. Encourage retail -- we need the tax revenue to maintain our neighborhoods. The street signs in our neighborhood (University Park Estates) are faded and rusted. Look at the aesthetics of the area and upgrade as much as possible. We live in an affluent area that looks like it is not.

We do not need additional commercial development. We have plenty of businesses, of all sizes and types in this area. Let's turn the very rare, undeveloped space into an area as nice as Rec Park - a showpiece for the area that will attract people for recreation. They will use the existing surrounding businesses when they visit this area.

If there's a plan to develop the "Pumpkin Patch" area, please reserve part of the space (perhaps the back half the large area, including car access) for the pumpkin patch and Christmas tree lot. It's quite a family tradition for many of us to visit there in October and December. To have it gone completely just to build some commercial/stores is disheartening.

There are plenty of restaurants, retail stores and entertainment choices already located within the city. Seaport Marina development is slated to bring in more condos and retail. Dense population centers such as that, combined with the proposed developments near Second Street and Studebaker Road, it seems like the city is trying to crowd as many people into limited space as possible. There does not seem to be any real thought to the future problems associated with this kind of dense development. I would hate to see the City of Long Beach become a New Delhi ghetto because some politicians thought it would be a great idea to bring in 500 condos in one location and another 500 less than a mile away...

MUST get rid of the Seaport Marina Hotel eyesore - it makes Long Beach look like Banning or Norco. Support a mixed-use development inc: boutique Hotel, a "Village" concept with 1st level retail with mood lighting & cobblestone pedestrian walkways & 3 levels of high-end condominiums above. Parking must be underground as much as possible with good lighting & easy access to shops & living spaces (card or transponder-activated). Development must have sufficient setbacks to provide adequate open space, tasteful signage and attractive landscaping. Roof areas should be solar panels to supply common area utility needs.

Enlarge and preserve the wetlands and STOP HOME DEPOT! Home Depot will add huge amounts of traffic, the area isn't zoned for it and it will add huge amount of pollution into our wetlands. It is a BAD idea!

I might support a small increase in height limit in some areas away from the water if larger setbacks were included to reduce the visual impact. SEADIP was written to protect the ambiance of the costal area and that should remain a priority. Lets don't spoil the coastal area with high-rise and parking lots.

I recognize development is inevitable and Long Beach is no longer the quaint town that I grew up in but I cannot accept the acquiescence by our officials and the planning commission to virtually every variance request, the onslaught of high-density developments without mitigation on community impact and catering towards developers who are not interested in the community but are required to maximize their profits regardless of the impact on others. there needs to be increased setback requirements and enforcement of height limitations on all developments, and the planning officials need to look to future quality of life in making decisions rather than hoped for tax revenues.

It would be preferable to clean up the run off (trash) that flows into the marina and boat basins in Alamitos Bay , particularly of Marina Pacifica and adjoining developments with boat docks..

Please end this eternal wrangling over SEADIP - most of us want to "get on with it" and see improvements. The NIMBYS drive a lot of us crazy. We would like to live in peace with decent roads, parks, and shops.

In 16 above, I would support a modest increase in the height limit for new development in exchange for 1 and 2 - NOT 3. I do not believe that question will give the surveyors accurate responses as stated.

Raising Height limits in certain instances could make more land and space available

none

none

We have limited water, new development should not be allowed if it adversely affects existing users. Create more open space in the southeast area, including the wetlands. Limit new development if it affects traffic movement. It is hard to put 100 new cars on the road without a negative impact.

True wetlands are an asset. Oil soaked land with rusted antiquated structures need to be replaced with something to provide revenue for our \$\$ strained city. Studebaker road should be continued past 2nd St. around the Market Place and into PCH to help facilitate traffic.

A prudent growth program is required. Irrational objections by a few, namely green supporters, does not solve anything and makes things worse. A more open review of traffic relocation (Studebaker to PCH) would accomplish a lot. Reworking of the Marina Hotel, or replacing it with residential and shops I believe is a net plus for the area. We must proceed with some of theses improvements.

I have answered yes to 16 above, but I do not know the current height limit, and would be opposed to significant high rise development along PCH(though some might be OK depending on placement). For example, I would support office buildings where the Home Depot has been proposed (probably a better use of that space anyway and it might block the view to the power plants to some extent, but I suppose it would not provide retail sales tax to the city).

We don't need to develop every inch of Long Beach. We need open spaces that we can enjoy in our coastal city.

I don't believe that "most" residents are opposed to the home depot plan. I think it is a very vocal minority that oppose it.

Question 16 is contradictory and should be three questions: 1) Open space and view corridors - YES2) Larger setbacks for landscaping, etc. YES3) For high end retail ---- ONLY IF SATISFIED WITH THE ABOVE AND WETLANDS RETORATION.

I BELIEVE OUR AREA OF LONG BEACH HAS BEEN DEVELOPED BEYOND THE CAPACITY OF IT'S ROADWAYS. WE HAVE SUFFICIENT RETAIL SERVICE TYPE BUSINESS AND RESIDENTIAL AREAS. FUTURE DEVELOPMENTS SHOULD BE LIMITED TO COMPLETING, CORRECTING, AND ENLARGEING ROADWAYS TO MAXIMIZE TRANSIT AND FOR SIMMILAR REPLACEMENT PURPOSE USE ONLY ie SEAPORT MARINA CAN BE REPLACED WITH A MORE MODERN HOTEL AND/ OR FOR RECREATION IMPROVEMENTS THAT THE PUBLIC CAN ENJOY.

Make the dream a reality for the future. We moved here because of the simplicity, the beauty, the quaint neighborhoods, the sense of community. We have to have a vision that reflects the beauty that is here. WE LOVE IT HERE BECAUSE IT'S NOT OVERDEVELOPED. don't turn it into another Manhattan Beach, with stuck up neighborhoods full of stuffy big boxes full of ticky tacky. We're not the West Side, thank God. We watched what has killed communities, and sold out the meaning of neighbors. Parks, recreation, biking paths, trees, wildlife, Keep it a thing of beauty for all.

A balance must be sought between restoration/preservation and tax revenue producing. The city is financially challenged and needs to produce more revenue. Development, on the other hand can be a new kind of blight and too dense or too unsightly depresses traffic and revenue. Both must be considered.

Reduce the number of cars on the roads.

Marina Pacific condos and commercial development are already tall. Seaport site could easily support a 3 story nicely designed building, maybe even a little taller. Don't build high rise like Ocean Blvd. with low rise in between. Start high rise down town and move two or 4 properties out at a time from the last high rise.

I think we have plenty of retail space in long beach that doesn't involve use of new land. I believe we should let the businesses battle it out for existing retail space in long beach. I also believe that if residents have more areas for recreation that it will benefit long beach in the long run. Frankly our city already has plenty of retailers, why not give back to the tax paying citizens by creating more opportunities for us to view long beach's natural splendor?

I think this part of the city can be left alone. It is in great shape. What about spending the money around PCH and Cherry a neighborhood that needs help!

I would not support a Home Depot type development in this area. Restoration of the wetlands similar to Newport Back Bay must be a priority. Removal of the mobile home park would be nice. Improve the Yacht Club by Goldensails and Gaslamp. Improve Gaslamp parking lot. Development should be coordinated with redevelopment of Boeing property in Seal Beach. There's a business hotel there. It would be nice to have the Golden sails totally refurbished and rebuilt as a luxury resort.

Think of your children please, one out of 5 now have Asthma from pollution. I beg you not to build commercially anymore. We need to preserve the wetlands so the baby fish can spawn and make there way to the ocean. Are fish supply will dwindle if we keep over fishing AND ruin our wetlands. Lets get the wetlands back in shape, so we can have more fish to feed our future generations. This is not a laughing matter, We really need people to wake up and protect our precious earth ... Please!

NO low income high density development. No low end chain or franchises in this area.

Get rid of the hotel/the pink one (corner PCH & 2nd/Westminster)- no one goes there. We could use the parking lot and more retail & restaurants (sit down) put in. Home Depot/Loynes = great, but we need a walking trail, lighted path, and a sanctuary for wildlife to co-exist with the Home Depot.

Clean up the wetlands, plant more trees, put in walking paths. Get on it! Would like to see this happen within next 3-5 years.

Stop building everywhere there's space!

I'm happy the city is doing this survey -- I hope you get many responses.

Let's have a nice city that we and other people can enjoy. We don't have much of that.

Lets start thinking long term with a "green" city. If we do, it will become one of the most attractive cities in America to live in. Lets encourage all buildings to go green. Encourage green industry to our city. Let's get a large photovoltaic research and manufacturing plant going out on the old energy land near out power plants. Germany has done this and it is paying off handsomely. They are one of the leading manufacturers with all jobs staying in their country. Our main concern in the near term is the purchase, connection and preservation of the Cerritos Wetlands.

Quality of Life is the most important. It's already too crowded in this area and Long Beach. We need more open area where we can be close to and a part of nature's flora and fauna.

I am a Seal Beach resident in the Marina Hill neighborhood, overlooking the Hellman property and Wetlands, with a view to Long Beach. Obviously, I am impacted by any planning by Long Beach in this area.

This area should be preserved as a wetlands and wildlife sanctuary to the maximum extent possible, as it is the last remaining areas of its type in Long Beach. To utilize it as a business center or multi-story building cluster would be to ruin a resource that cannot be replaced. The failure of Marina Pacifica and the Marina Marketplace to develop into strong engines of commerce can be blamed on the difficulty of transporting people into the area, and lack of relaxation opportunities in the vicinity. If the wetlands and wildlife preserves were developed people would come to the area for relaxation, and use the business services nearby to much greater extent after spending time with the natural beauty of the area.

We need to protect and provide public access to the Marina and natural habitat areas we have in the area. We only have one Coastline!

If another hotel is put in on the corner of 2nd Street and PCH, the traffic, which is already bad, will become unbearable. Please avoid this.

I hope the goal is not to increase commercial areas in the SE corner beyond land already developed, causing congestion and a loss of natural resources. This is an important asset for the City of Long Beach that need sot be preserved.

I'd Like to see a nice balance of nature and development.

please do not develop the wetlands.

This is a high density area as is so much of Long Beach. It would be healthy, eye-appealing, people friendly, animal friendly, etc., to have improved green areas where people and wildlife could co-exist, where families could safely walk & bike & breathe fresh ocean air. I would not enjoy seeing high-rises or high density housing.

I would like to further comment on question #16....although I approve the the 3 items you mentioned, I would not like to do so by increasing the height restrictions. I immediately think of Huntington Beach & Newport Beach with all of the high rise office buildings & commercial and I feel that it is so overwhelming, not to mention unattractive. I do not wish for Long Beach to go in that direction. Laguna Beach is so much more attractive. After all, we are a beach community. The little area of Belmont Shore and Naples are so attractive and that is what brings more visitors into our community. Surely we can design an attractive expansion without looking like all of the cities north of us (Redondo, Manhattan, etc...high rise everything).

Remember who we are and where we can go. Long Beach is one of the most diverse and interesting cities in the United States. It's the city where Howard Hughes flew his Spruce Goose. It's the city that was the home of Edward Killingsworth and his stunning architectural aesthetic. It's the city that is still home to the Queen Mary. It's the city that Cliff May chose as the best place in the nation to create a rare community of stylish modern homes at prices that everyone could afford. You can live in Long Beach and work anywhere from the OC to HOLLYWOOD. The people who are moving here now and contributing to our city come here and stay because of those things. Our history has given us a tremendous gift. Let's not screw it up as we move into the future.

The roads and curbs must be maintained/repaired. They are an embarrassment to the community and city. Please refrain from moving forward with the development of low income housing in the city. Don't we already have enough blight in our city? Let's create an environment to attract high end businesses/retail and recreational options to attract residents to our city.

The Seaport Marina area should not increase in density.

This area of our city has the potential to be either enhanced or downgraded. In the past, given this kind of opportunity, our city establishment (elected and staff officials) have chosen options that have not enhanced the quality of life. There is already a serious over-building of residences in relation to parking and garage spaces in Belmont Shore, Naples, the Peninsula, and areas of Belmont Heights. I would hope that the powers that decide such things would recognize past mistakes and not repeat them where there are development possibilities in the Southeast area. Open space will increasingly be of great value.

Just save what we have left of the wetlands.

No more 3 story buildings. No need for more industrial or retail in the area-the traffic is already ridiculous-and the Boeing projects on Westminster across from Leisure World will make it worse. I moved from E Long Beach bc of the traffic and horrible parking-and am a past board member of LB Surf rider

Do not create an "Environment for Growth". There is already enough people in the area. Quality of life is important. I would like to not have to use my car due to lack of safety in bicycle use.

We have lost over 95% of California's wetlands and over 98% of Long Beach areas wetlands. We need to save what we have left--for us, for our future generations, for our environment. We don't want any new development where there is more now. We already have too much development on our wetlands.

No more development! No Home Depot No Hotels No more traffic!

1. Stop the insane preoccupation with wetlands. 2. Design 7th St./Studebaker/2nd Street for easiest/fastest traffic flow into/out of the City. (Cloverleafs etc. ok) 3. Then see what land is left for high-end development. (Shopping, tourists, even more residential and recreation... How about more waterways/on-water residences?)

What is the problem we are trying to solve? Is it that there's a piece of dirt without a building on it? Or is it that Lennar and others just aren't right enough yet?

PLEASE DO NOT EXACERBATE TRAFFIC VOLUMES, CONGESTION ETC.

Restore the areas south of 7th St., west of Studebaker, east of PCH to wetlands, open to the public, with walking & biking trails. Improve gridlock at PCH & 2nd St. intersection. Improve the prime real estate at the Seaport Marina site. Improve existing open spaces and keep them open!

If we keep turning away businesses in our City our residents must leave to spend their money. We need some high end stores and businesses. El Paseo in Palm Springs is beautiful and has the high end stores. I shop in South Coast or Cerritos. I would love trees and flowers and greenbelts, not a concrete jungle!

THIS SURVEY IS SO POORLY DESIGNED!

Long Beach is FULL! We don't need more homes which then need more retail which they require more roads and improved traffic flow!

There is plenty of commercial use and traffic. There is a lack of quality open space, including the wetlands restoration

With over 95% of our California wetlands gone, we have a duty to preserve every bit we can.

This section of the city has long been ignored by the downtown city officials. It has a chance to be many things for the city. You could attract high end retail, coffee shops, restaurants etc. , all of which will add to the city coffers. Do not ignore the the closeness to the wildlife in this area. Don't turn your back on the beach, include it in all designs

I live near a school, the city needs to direct the school traffic more directly to and from the school. The school traffic drives very fast through residential streets in an effort to avoid the larger streets and morning traffic.

Long Beach is in the enviable position of having a sizeable tract of open space that is an estuarine wetland. Wouldn't landlocked cities love to be in our position. If we pave it and build upon it we will lose it forever. What the city needs is the leadership to establish the restoration of all of the wetlands as the driving priority. We need to work to purchase and restore the open space. Redevelopment of existing commercial spaces as they become available should be consistent with adjacency to a beautiful natural area.

The impact on "quality of life" issues should be shared by the entire city and not just by a chosen few. If the land supports it, develop the commercial areas that fit everyone's needs in all directions. The city needs large scale retail outlets that generate taxes that support the city as a whole, not just a selected local area.

While we need to be environmentally sensitive, we should not be held captive by a very active group of environmentalists and "do nothing" advocates who represent a vocal minority in the community.

we live here for the beauty and simplicity. More recreation more parks more marine more trees!

I very much oppose concepts like creating a second Naples, or another marina on the Bixby land. I believe the Torrobio Ruling should be sustained. Rarely does a City have the chance or wisdom to prioritize nature in the way LB did with the El Dorado Regional park. I'd like for the SE corner to become a second natural hub with limited high-rise holds redeveloped retail that takes commercial advantage of the desire for people to take part in eco-tourism.

- I liked the idea of an inner City Rail System based on the Portland or system.- Any ideas that will ease the traffic problems- Limits on "mansionization"

I would really like to see a slow down on Park Avenue between Broadway and 7th. Traffic moves so fast at Vista that people cannot cross or get out of their car or get out of their cars without risking getting hit. My suggestion would be either speed bumps or a stop sign at Vista and Park.

My friends and I would like to have more upscale restaurants & shops in this area. And especially important to us would be nice, well-designed lounges (nightclubs) where mature people can go dancing (not hip hop).

I see no need to increase height limits in order to achieve additional open space-view corridors, larger setbacks. There is no need for attraction of high end retail and entertainment uses. I would like to avoid turning this area into a regional destination area. It will degrade the livability for all. Think of Westwood, and parts of Santa Monica.

Question 16 is too general. I might support increased height in return for more natural open space, but I'm not interested in high end retail and entertainment. The 3 options are so dissimilar as to make the question impossible to answer.

I am a resident in the area as well as a business owner in the city of long beach. I have been very upset with my councilman DeLong as he started making this issue a secret using his friends to form a special circle to advise him on how to develop the area. His refusal to involve the residents has resulted in a very expensive legal battle for the city and the residents. the money spent could have been used to help repair some of the damage done to the area by the developers. It is a shame that city of Long Beach has been pound foolish and penny wise when it comes to how to keep a budget balanced and best take care of the citizens needs. I have lived in L. B. since 1973, nothing can surprise me anymore.

In general there should be less emphasis on moving traffic quickly through the city to the detriment of all else. We are lucky to be one of the few L.A. area cities to have excellent public transportation, but bikes and pedestrians need a support system as well. Many of my friends in the area are uneasy biking on local streets because of the danger with traffic and frequently (and illegally) use the sidewalks instead. The most interesting and successful cities, whether they're very large like New York or San Francisco, or very small like Manhattan Beach or Balboa Island, stress pedestrian accommodation and/or public transportation rather than cars. Los Angeles/Long Beach was once one of those areas with one of the best transit systems in the world. As we all know that system was dismantled and the car took over. L.A. is still trying to recover with a renewed emphasis on public transit.

Item 16 is a loaded question and should not be on this survey.

I have lived in Long Beach for the past 14 years. I graduated from Cal State and stayed. I am now raising a 2-year-old son here. Quality of life is the main issue. My quality of life is NOT improved by adding more and more chain developments. That improves the quality of life for the chain store owners and the developers (none of whom are LOCAL, of course). Start developing the natural resources of this city!! Not only would that bring in tourist dollars, it really would improve the quality of life for the residents. Between the port and the airport air quality is a huge issue. More development and traffic would only worsen it. Green space would only improve it. Unique areas like wetlands and clean beaches would provide places for local families to spend time. Chain stores only encourage me to seek out other places in other cities to take my family to. I truly hope the city listens to the opinions of the residents and does not push them aside to cater to developers.

The above question is specious as I support only the first phrase as a worthy exchange for height increase. To me increased height would be worth it only be if it came with restoration of the wetlands, more open space between as well as with development encourages small businesses, local professionals , community gardens, light manufacturing and has schools and other services to support any increase in population. The last thing we need in this neighborhood is more "high end retail" - that is only for the convenience of our neighbors outside the area that don't want to hit fashion island. We need real, reasonable, sustainable development that will create livable walking neighborhoods so few people have to commute. Most residents should be able to work, live, shop, educate their children, and enjoy beautifully restored wetlands without getting in their cars. Such a neighborhood would welcome residents of other parts of the city (who could easily get here on public transport) and would attract and visitors worldwide. Development that supports locally owned business - and doesn't put our local businesses out of business is key. Housing that allows people of different incomes to live in the neighborhood is also key. Finally, restoration of the wetlands is a paramount not just to the livability of the neighborhood and city but to the survival of our species in this planet! Finally, I believe this survey should be open for a longer comment period if the city is truly interested in the thoughts of its citizens. What is the big rush...I have to wonder.

I would like to see the Seaport Marina and adjacent lots improved with a higher end hotel or high end shopping. I do not want to see more restaurants as the area has enough restaurants as it is.

No more development in this area. Purchase and restore all the wetlands in this area. Wetlands restoration should be priority number one!

Re #16, I am willing to negotiate height limits vs other trade offs within reason. My conclusion from observation of the City's Planning Dept during the Home Depot process was that they are not responsive to the concerns of the public but seem to be most concerned with developers and new development. I also feel that the City's chasing their percentage of sales tax dollars at the expense of improving the area is very short-sighted.

More trees and pocket parks with seating would be environmentally friendly and good for people. If public transportation were free and attractive, more people would probably use it instead of cars for local travel. Having box-like apartment buildings in the middle of single-family houses is an abomination, and has ruined the character of many of our neighborhoods.

It is important to have a strong sense of the future for our city. Long Beach needs to lead the way in restoring a great environment for us to live within. We already have a vast supply of retailers in the downtown area, shoreline area and even in belmont shore. We need more natural areas.

Please see the above answers that I have listed - traffic flow and open space are major concerns!.

I think we need to do whatever we can to protect and to expand our wetlands in this area. I also believe we do not need to be in the "thrall" of the big developers to put in more high end condos & housing in this area. In my opinion, if it can be properly done because of the environmental degradation that has already occurred in SEADIP subarea 19, my first choice would be for increased wetlands & natural areas there. My 2nd choice (although, I don't believe it is possible under current SEADIP regulations, would to be to develop it as a neighborhood housing area for people of moderate income (somewhat like what has occurred say, in Lakewood or parts of North Long Beach) along with some wetlands restoration. From my attendance at City Council meetings re. Long Range housing needs in L.B., this type of housing is critically needed for the people who work at CSULB & the VA Hospital.

#### More open space and natural preserve

I believe Long Beach has the potential to be a world class city and to become a first class tourist destination if it cleans up the air quality and water quality. Cleaning up the air quality can be addressed by the plans to green the ports of LB & LA. Water quality can be improved by restoring the wetlands, controlling discharges from the LA and San Gabrielle Rivers and by removing as much of the breakwater as possible.

#### Less building!

Preservation of open space and wildlife habitat are key.

It would have been helpful if the questions and the information provided made much more of the fact that the area is a part of the City's Coastal Zone as defined by the California Coastal Act. That Act includes a number of state policies that any revised plan must address. Information and questions relating to the constraints and guidance that law provides would have made the survey more useful.

It was very difficult for me to answer the questions in this survey since it was unclear to me what the use of the green and blue arrows was.

Keep this area as natural as possible, no high rise buildings to obstruct views of the sky. We have enough concrete in Long Beach. Fix the concrete we already have.

-

#### SAVE OUR LAST OPEN SPACE FOR FUTURE GENERATIONSPRESERVE THE LOS CERRITOS WETLANDS AS AN INTACT HABITAT

as the city continues to grow the quality of life the city offers needs to be taken into consideration so if we increase transit lets do it green

This area is one of the last small beach areas so please help us keep it that way. Please do not turn this area into the monstrosities that downtown Huntington Beach and Newport Beach have become.

Just remember that even though we need our city to be solvent, the reason we live here and love it is because of the quality of life it gives us. My neighborhood (Belmont Heights) and all those adjacent have generations of residents because the children and their children have loved it enough to want to return here to raise their own children. Let's not give it away to grab some developer's brass ring. The city has a habit of thinking every developer who comes along is Prince Charming and will turn us into Cinderella. The mistake of that thinking is everywhere in evidence. Let's look at why the people who live here love it. Let's save that.

I think the oil fields should be returned to wetlands. I would volunteer to help remove the oil field and build walking paths.

The height of buildings in the SE corner should not be higher than 2 stories. No high rise stuff by the marina and beach. The biggest priority should be keeping the wetlands and improving the traffic situation in the area. Until that is done, I can not support any new commercial or residential development in the area.

The last thing this area needs is more retail "choices." Everything we could possibly want to buy is within a very close distance. Seriously, how many Starbucks, Home Depots, and Best Buys do we need per square mile? There's got to be something more creative and useful to do with the land in this area. Does every inch of land need to be squeezed for any potential money to be found there? Can some places in the world NOT be used for private profit? As a longtime resident of the area, I strongly oppose doing anything in the way of opening more retail shopping here. To say nothing of the increased traffic, which we should be working on lessening, not the other way around.

I have never before been involved in a public forum for land use, however I feel strongly enough about this area, Long Beach, our environment and decreasing open spaces to make my voice and opinion heard. We have very little open space left, and already plenty of retail opportunities elsewhere. Do not open this area to commercial or retail development.

The best way to make LB better would to give a small town feeling to people walking around.

We can make this a nicer place to live with increased property values or turn it into Oakland. There is always a conflict between business and residential and those of us who live in ELB have chosen residential over business. I am a professor in the College of Business at CSULB and I know that business has no interest in the residents or the long term benefit of the area. Business only wants profit. Council Member DeLong is a interloper who represents the business interests not the long term residents of ELB.

I'm very unhappy that the Home Depot project was approved for this area. It is already too congested and this will just bring more traffic to the area. Also, Home Depot historically has an issue with bringing in many day workers. These workers are not licensed nor are any back-ground checks done. This could lead to residents, especially senior citizens, being taken advance of both financially and emotioally.

I would b e willing to see some development ass part of a considered plan to restore a significant amount of wetlands in an effort to make this revenue neutral. The restoration of as much wetland as possible should be the primary objective, while minimizing the impart of additional traffic in an already too crowed corner of the city that is limited by the bridges that define the traffic flow currently.

It is about compromise. The southeast area can support high end retail and the city of Long Beach needs that.

What is the status of Shopkeeper's Rd and the wetlands along PCH across from Marina Pacific?

Green. It is nice that today green represents the ecological sustainability of life. It is a pleasant change from green meaning dollars for a few. I would like to reiterate that we can both restore the Wetlands and improve a horrendous traffic problem in southeast Long Beach. I also believe that a growing Eco-tourism industry can provide the necessary business, employment, and tax revenue benefits to ensure the continued economic growth of Long Beach.

We don't want the over-building that has happened downtown to happen in this area of town. Over-building brings many problems. We should not be so economic-minded at the risk of losing quality of life.

There is ENOUGH development in the SE section of LB. Now all that remains is to improve upon what has already been developed. Keep as much open space as possible and restore the natural wetlands, develop a city park. Make it all accessible. Improve traffic flow. Increase landscaping / trees / pathways and sidewalks, pedestrian overpasses to increase walking to various shopping areas so once parked one can explore on foot or by bike. (Reducing further the conflict of pedestrians crossing busy PCH.) Beautifying the area. 3 story hotel/motel with disguised parking structure.

Zone the entire area so no building or modification of the land is allowed like a Federal Reserve.

The wetlands are also an eyesore and should be restored and have nature walks such as they did in Huntington Beach-there could be beauty and peacefulness here

The Sidewalks, Curbs and Alleys of Naples Is. need to be replaced and or repaired. The Thievery that is current plaguing Naples, needs to be stopped. You can not put furniture, plants or leave your garage door open because of these thieves. I have heard that there are 3 hispanic juveniles dressed in black on black bicycles that are committing these crimes after dark. There has to be a support vehicle, commercial vacant building, house etc somewhere to stash their stolen items.

Please, we have enough of everything except open space!

public access

1. More open space the better. 2. The more parks the better. 3. Bike trails and pedestrian byways are good. 4. Less commercial development.

I would prefer to see Long Beach improve the quality of life in the adjacent areas prior to developing additional land. I have curbs that are not only broken but are gone entirely. I have sidewalks along my property that still have asphalt (supposed to be a temporary fix) instead of cement. The LB Police can not control the speeding in these neighborhoods now -- it will only get worse if you add more commercial and/or residential property.

Public transportation in this area is not large public buses but eco friendly smaller buses like the passport type. We want an interesting City with people sized transportation and an attempt to stay away from the commercial look of large public buses, etc.

This area is one of the last natural wetlands on the southern California coast. Let's emphasize that take advantage of this natural resource to beautify the South East area of Long Beach.

I am not a planner. Preservation of wetlands and open spaces is of paramount importance. It that can be done with increasing height limits for new developments, then fine. But, if increasing height limits is incompatible with preservation of wetlands and open spaces, then the height limits should not be increased.

As mentioned, I believe that creating a gateway to a world class city is vital to the Southeast corner of the city. encouraging business, entertainment, cultural attractions, combination hotel/ resort/ living environments, [mixed use] , and preserving the ecological wildlife wetlands of the area are all significant. I believe that creating development that enhances and encourages observation and interaction with the environment is vital. This interactive experience leads to the appreciation of the environment in order to recognize the need for its preservation into the future. Restructuring bridges and roadways of PCH and second street may be a means of raising the visual perspective to observe the wetlands from "overhead" in areas where actual interaction is not warranted or desired for the aspects of refuge and preservations.. but a sense of interaction is created. Restructuring the roadways allows for traffic mitigating opportunities and enhancement of the waterways of the East side. The Southeast side can become as much of a mixed use resort destination for Long beach as gateway to the city and to the attractions of southern California as downtown Long Beach caters to the world trade and commercial business of conventions and world port activities. the wetlands and wildlife affords and opportunity to bring cultural history of the land intermixed into a part of our future.

Specify proposed Home Depot development site (Studebaker Rd./Loynes Dr.) for efficient, low-impact power generation (as the overall area us used currently) and salt water conversion.

II feel there are things that could be done now to improve the flow of traffic (ie -- lengthen the left hand turn lanes at the corner of 2nd street, south bound, and PCH. If the center divider was reconfigured, more cars could get into the left-hand turn lane and could go around the corner on PCH during the greet light. I bet there are lots of other areas that could be reconfigured without a lot of cost.

Build pedestrian bridges. Need to have easier access from east to west side of street.

Restoring the Wetlands should be the cities number one priority

We need to do this right. We should make a fair trade for development and open space. Also not allow ourselves to be held up for any one group that would give a better benefit for the whole.

The old SEADIP works leave it alone...

The hotel by the marina could be up to 5-7 stories high; but every thing else should have a two to three story limit by categories of development. This would allow one place in the area with a good view of the surrounding area. For example, Businesses could be 2-3 stories. Homes limited by two stories. I like churches with HIGH steeples, like Irvine and Newport. Nice new churches would be great! for a complete community.

i would like to see more open spaces and parks in this part of the city. More like what is around recreation park. Maybe a golf course.

This area should be open space/wetlands. There is enough development, commercial business and residential in this area.

The above question was tricky, the answer to the 1. question was yes, in the spirit of reason. But 2 and 3 do nothing for the public, lawns in front of buildings can not be used by the public--generally you are not allowed to picnic on the lawn of a public accountants office!

No more development, no more developers. When is enough?

1. Do not change the Original Sea Dip Plan. 2. Landscape the areas suggested. Mother's Beach has undergone a real makeover in the appeal to come there. 4. Need MORE Public Bathrooms in Belmont Shores, Naples and the Wetlands. 5. Remove. Repair and Replace the "Broken" sidewalks, curbs and alleys of Naples using Concrete ( No asphalt patches--they do not hold up under the heavy trash trucks.)

we have too much traffic already--and not enough wetlands. Wetlands are important, not only as habitat that humans can enjoy seeing too but also our precious fresh water, they also act as flood control, they are important as carbon "sinks" that collect greenhouse gases. Over 95% of California's costal wetlands have been paved over, we need to preserve the only wetlands we have left in the Long Beach area. We already have a good selection of businesses in this area, we need a beautiful resort hotel--and wetlands that would attract tourism

please, no more commercial development near the wetlands at Westminster and PCH. wildlife and marine environments should be considered. long beach could build it's tax base by getting more tourist. tourist that visit a city named "long beach" want to see clean water, have access to marine recreation and actual "waves" . DO something with the monster called a "breakwater"!

Preserve wetlands areas (all of them) limit building heights so as not to block sky, preserve open space, no large-scale developments or dense housing, add trees, encourage environment friendly approach to preserving a beach-community feel to southeast Long Beach.

I would like the community in my area to actually listen those he represents and not the "biog business" that he is trying to move into our area

why is it necessary to change any zoning requirements to encourage development? we have a wonderful wildlife experience in Long Beach. The first priority should be to preserve and enhance it. we should not be considering zoning code changes that will create a windfall profit for developers and increased tax revenue for the city. those consideration pale in comparison to potentially losing something that future generations will never get back.

the modern building always look ugly in 20 years, so going for a cape cod or Spanish revival look will keep the building looking good for years. also we should limit the saturation of places like nail shops, dry cleaners and the like

I thought your survey was biased towards develop commercially of the wetlands. the should be a "box" for none of the above

I ask city officials to rethink their motives for taking on the seadip area. why not focus on areas of real need--for instance the anaheim/PCH/10th st area that has been hot hard by violent crime.

This survey is set up to make us support development. There should be an environmental audit done to see if there is a specific ecological need for wetlands, etc. If not, any development should support the development of community, not the wasteland of single-family homes (as in Bellflower) or a wasteland of commercial development (as in Downtown) or a carnival of retail an area like Alamitos Beach or Belmont Shore with intelligent mixed-zoning is the future of a sustainable community.

The 605 Fwy, the 405, 22 all are 1big mall after another. We even have tripled stores in Rossmoor area. We have so many businesses in this area - a bird/turtle/wildlife sanctuary with a quiet walkway & benches for sitting, reading - a picnic bench or 2 esp parents young children.

Please clear the traffic problems on 7th Street from 605 Fwy to Redondo.

restoring the wetlands should be priority #1. the port of Long Beach should finance this as part of their environmental impact to the community. Development based on smart growth principles a close #2 with the increase in sales tax increment directed to wetlands restoration, this will hopefully sway environmentalist to not oppose all development. Adding alternative street routes and alternative means of commuting others that the car will relieve traffic pressures on existing streets. Don't abandon PCH to solely car use. Wide sidewalks with double rows of streets trees could transform this stretch into beautiful boulevard gateway into long beach. maximize development on existing developed sites as opposed to building lower intensity development on empty lots should be made a priority

Could we build a freeway on 7th St from Downtown to 405 South?! We don't need another Home Depot in Long Beach!!

Crack down on the high speed traffic on Park Avenue. It is very dangerous. When the bars close (1-2 am) it is like a race track-someone might be injured or killed.

Thank you for sending this survey out.

Our problem here is over population we don't need more population, and not more development

I believe the SEADIP committee needs to be completely reformed from top to bottom including Mr. DeLong the few meetings I attended where totally BIA SED + winter estates in the audience's input. how about putting this up to vote, similar to what we are presently doing for one(out of five) school board members

Traffic congestion imposes a major constraint on development density. Traffic considerations include limiting access to major streets, improved local traffic circulation, preventing streets or circulation patterns from disrupting existing neighborhoods adjacent to the SEADIP area and controlling the number of dwelling units and retail establishments so as to minimize traffic impact. Transportation networks shall consist of limited and controlled internal street circulation patterns to limit traffic through established adjacent neighborhoods.

Do not stop progress by trying to preserve the original environment; this was all wilderness at one time. If necessary, add the infrastructure as needed for the increased traffic.

I am highly against the Home Depot development project earlier proposed by the owner of the "tank farm" area.

More landscaping & pride in this area and less litter, cement, and chain retail.

Move power lines from power generating facility underground.

Protect and restore the Los Cerritos Wetlands, with no development on these sensitive areas.

This is already fantastic. Park out and development the scruffy areas like Studebaker and wetlands.

Lets address the lack of Public Transportation. We have a water shortage. No new hotels or homes or retail! We can't afford to lose more waste more water!

Is there recovered oil in this area? Would it be recovered at \$100 a barrel? How long would it take for it to be "used up" so that the infrastructure could be removed? Future tax revenue is nice. But other things are important as well.

It seems that the appearance, upkeep and use of the land @ the 22.405 freeway entrance @ Studebaker has slid. I hope this is not an intentional act to accomplish a dramatic change in the local coastal plan. Again, simple landscaping would significantly improve the first impression motorist's experience of Long Beach.

I live in the 3rd District, own a home there, and did not vote for DeLong. I resent how pro-development he is! He may be my official representative, but he does not represent me. I want to see our environment protected, restored!

The questions in this survey betray a bias towards development.

This is a highly biased "survey"!

Open space on the LA Basin is scarce. Wetlands are all but gone. DO NOT cover over what is left with more concrete asphalt. Instead clean up and restore those remnant wetlands to healthy habitat-the best use of the land!

We need more people to understand the wetlands concept.

Apply existing SEADIP regulations to annexed land. No increased density. Maintain space.

I feel that as much open space as possible needs to be preserved in this area. Long Beach has a one time opportunity to save the wetlands for future generations.

The best way to decrease congestion and transportation issues is to decrease development. We don't need anymore retail development, we need more open space and the preservation of the wetlands is vital. It cannot be restored if it becomes developed.

Concern about funding the project: Suggestions: Bone issuance (referendum on LB Ballot, Army Corps of Engineering to rebuild/replace/move levies (Federal \$s), Coastal Commission State \$ grant.

I believe it is vital to restore all wetland areas. And the Los Cerritos Wetlands Trust has an excellent plan for doing so-restore the wetlands. SEADIP must be revised to accommodate these plans and move forward within restoration.

Limit Development No more franchise outlets Restore Wetlands!

This survey does not offer the respondent a full and complete set of options and does not adequately present an alternative vision of preserving open space, restoring the wetlands, reducing dependence on the automobile and redeveloping existing properties.

A lot of research on Pacific Flyway for migratory birds done as part of SEADIP. The first and foremost thing that needs to be looked at is the wetlands which are a precious resource and a part of the earth's biodiversity. The wetlands are "Important Bird Area" defined by Audubon California scientists which is an international program to protect the earth's biodiversity. There are many endangered species.

We do not need more development in this area. We need to restore wetlands and natural areas.

This is our chance as people to enhance the balance of nature. We need to give wetlands back to our fish industry and nature-we must balance and give wetlands back to our lives.

Leave the area as is. The animals need a place to be. What's wrong with having natural wetlands? We don't need to fill up every available space!!!

Please use this Long Beach treasure for education for our children. Let us have one area that shows what our land was before modern man changed it.

Our problem here is over population. We don't need more population and not more development.

I believe the SEADIP Committee needs to be completely reformed from top to bottom, including Mr. DeLong. The few meetings I attended were totally biased & uninterested in the audience's input. How about putting this up to vote, similar to what we are presently doing for one (out of five) school board members.

Response from Gary De Long email. Gary, the City should seriously consider turning the unused right-of-way into a beautiful park.

Before making decisions on commercial development, the City of Long Beach needs to prepare a wetlands improvement plan, which could be prepared in four months. The Seaport Marine Hotel should be converted into a complex of offices, retail shops, hotels, and apartments. The Watergate complex in Washington, D.C. could be used as a model for this conversion, but Long Beach should not permit construction above four stories. Wetlands can attract business and tax revenues.

This is very special and expensive land to just be sitting being an eyesore. Let's develop it into something we can be proud of that gives a beautiful entry to our City.

Total responses to this question: 340